

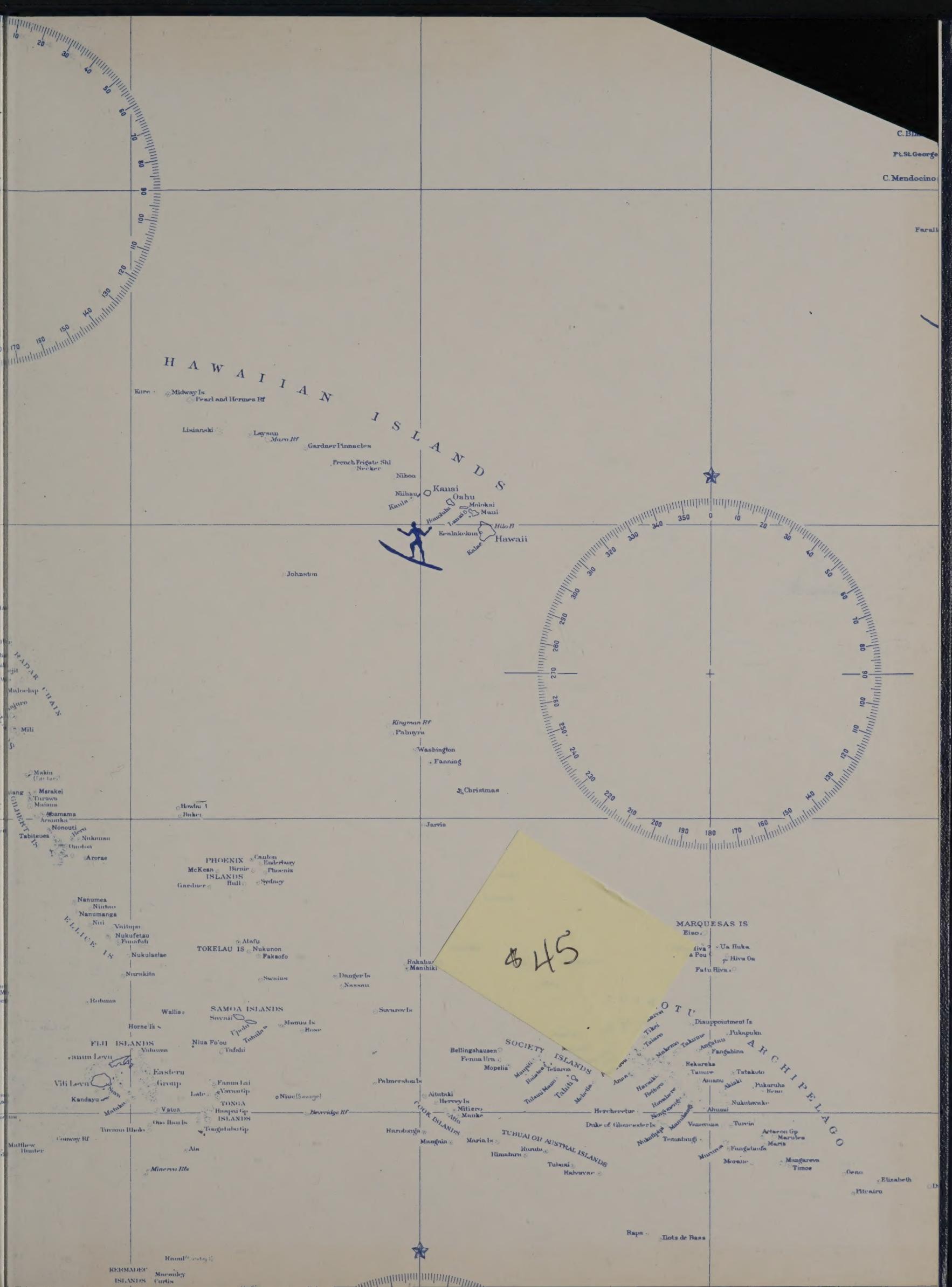
USS BUCHANAN DDG-10



WESTPAC

1970







WESTPAC

1970



COMMANDING OFFICER

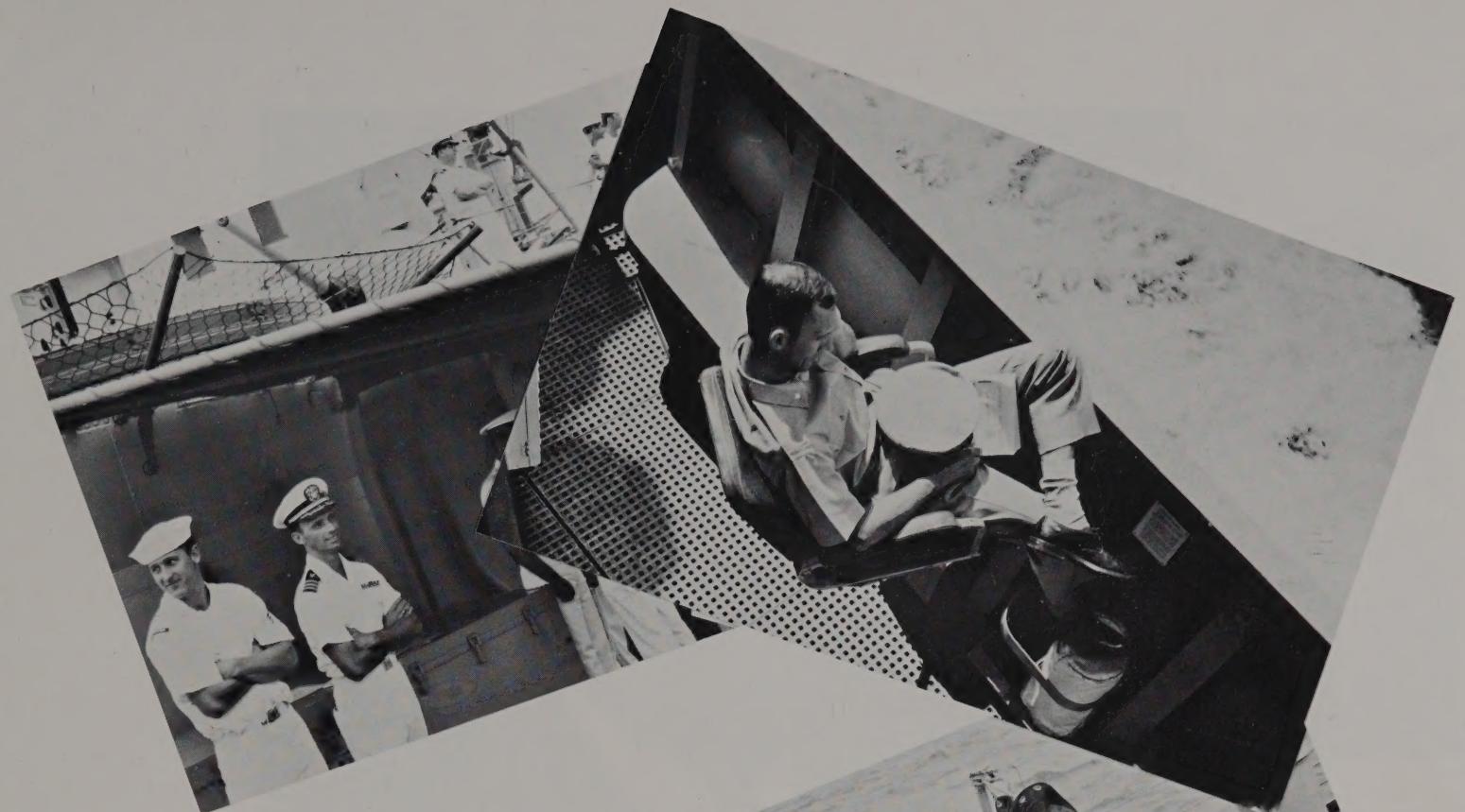
Commander Clarence H. GREFF, Jr., USN, was commissioned as Ensign in January, 1952 at the Officer Candidate School in Newport, Rhode Island.

Commander GREFF, a native of Jackson, Mississippi, first served as Communications Officer aboard USS BEALE (DDE-471) followed by a tour on the Staff of Commander, Mine Force, Atlantic Fleet. He then assumed duties as Executive Officer USS DOMINANT (MSO-431). He was Commanding Officer USS DEKALB COUNTY (LST-715) from June of 1958 to October of 1959. From 1959 to 1963 he served in the Office of the Chief of Naval Operations and subsequently as Flag Secretary to Commander, Cruiser-Destroyer Force, Pacific. In June of 1963, Commander GREFF became the Executive Officer of USS H. B. WILSON (DDG-7). He served in that capacity until

March 1965, at which time he assumed command of USS FALGOUT (DER-324). In March 1966, Commander GREFF was assigned as European Operations Officer and Operations Briefer to the Chairman, Joint Chiefs of Staff. He has recently completed a year of study at the Naval War College.

Commander GREFF is married to the former Patricia Ann ROBINSON and with their three children make their home in Coronado, California.

Commander GREFF's decorations and awards include the Joint Service Commendation Medal, National Defense Medal, European Occupation Service Medal, Vietnam Service Medal and the Republic of Vietnam Campaign Medal.





COMDESRON 15

Captain James Richard COLLIER, a native of Bremerton, Washington, was commissioned from the V-12 NROTC program at the University of Washington in February, 1944 after having been graduated from Bremerton High School in 1940 and from Columbia Preparatory School, Washington, D.C., in 1941. During World War II he served in amphibious forces, seeing duty and action in the Pacific Theatre. Upon his commissioning in 1944 he reported to LSM-27, and by the end of World War II he had assumed command of that ship.

In 1946 Captain COLLIER served as Executive Officer of LSMR-401, leaving the amphibious forces in 1948 to serve tours on board the cruisers USS ATLANTA and USS JUNEAU as Combat Information Center Officer and Fire Control Officer respectively. In 1951 he reported for duty on the staff of Commander, Western Sea Frontier. After commissioning the radar picket destroyer USS K. D. BAILEY (DDR-713), he returned to Boston to commission the frigate USS WILLIS A. LEE (DL-4). He served as Gunnery Officer aboard both ships.

Captain COLLIER served in the Plans Branch, Bureau of Naval Personnel from 1955 to 1957, and then reported as Executive Officer to the frigate USS JOHN S. MCCAIN (DL-3).

In 1960, upon graduating from the Senior Warfare Study Course, Captain COLLIER reported to San Diego and assumed command of the Destroyer USS STODDARD (DD-566). From 1962 to 1964 he commanded the destroyer leader USS COONTZ (DLG-9). He was then assigned to the Plans Branch, Joint Chiefs of Staff in 1964, where he served until assuming duties as Commanding Officer, USS SACRAMENTO (AOE-1), in October 1966. He reported as Commander Destroyer Squadron FIFTEEN from Command of the Recruit Training Command, Great Lakes, Illinois.

Captain COLLIER is married to the former Mary Ann Tatham of Aberdeen, Washington. They have five children — Wendy Ann, James Richard Jr., Jane Marie, Herbert and Michael.





EXECUTIVE OFFICER

LCDR Edward E. Alexander is originally from Parkersburg, W. Va. and graduated from the U.S. Naval Academy in 1959. At that time he reported aboard his first ship, USS JONAS INGRAM (DD-938) in Mayport, Florida, as the Damage Control Assistant. Subsequently, he was fleeted up on board and served as Chief Engineer.

In June of 1962 LCDR Alexander was transferred to USS FARRAGUT (DLG-6), also out of Mayport, Florida, and again served for a period of one year as Chief Engineer. During these two tours he participated in deployments to the North and South Atlantic, the Mediterranean and Indian oceans. Entering the U.S. Naval Postgraduate School in Monterey, Calif., in August 1963, he graduated from the Weapons Engineering Curriculum in May, 1965

with another B.S. in Electrical Engineering. He then assumed command of USS KINGBIRD (MSC-194) homeported in Charleston, S.C., in which he operated extensively in the Caribbean area.

In February 1967 LCDR Alexander reported to the Naval Ordnance Systems Command Headquarters in Washington, D.C., where he served as industrial resources branch head in the Fleet Support Directorate. In January 1969 he assumed the duties of Weapons Officer on USS WORDEN (DLG-18) homeported in San Diego, California and served in this capacity until November of that year.

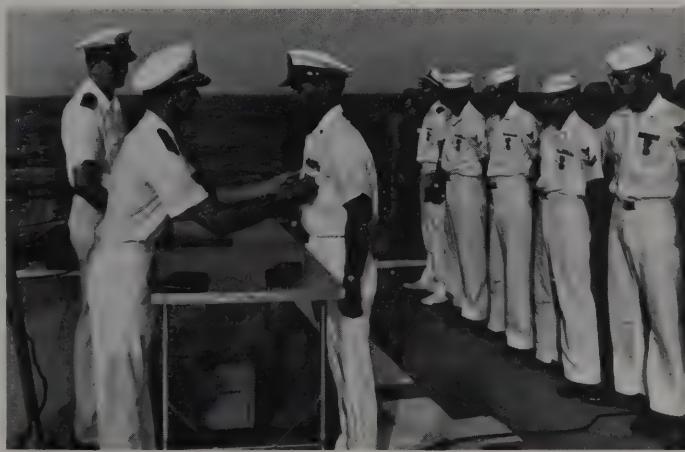
He assumed his present duties as Executive Officer in December 1969. LCDR Alexander is married to the former Ann Bryan of Mobile, Alabama, and they have three sons.



REENLISTMENTS

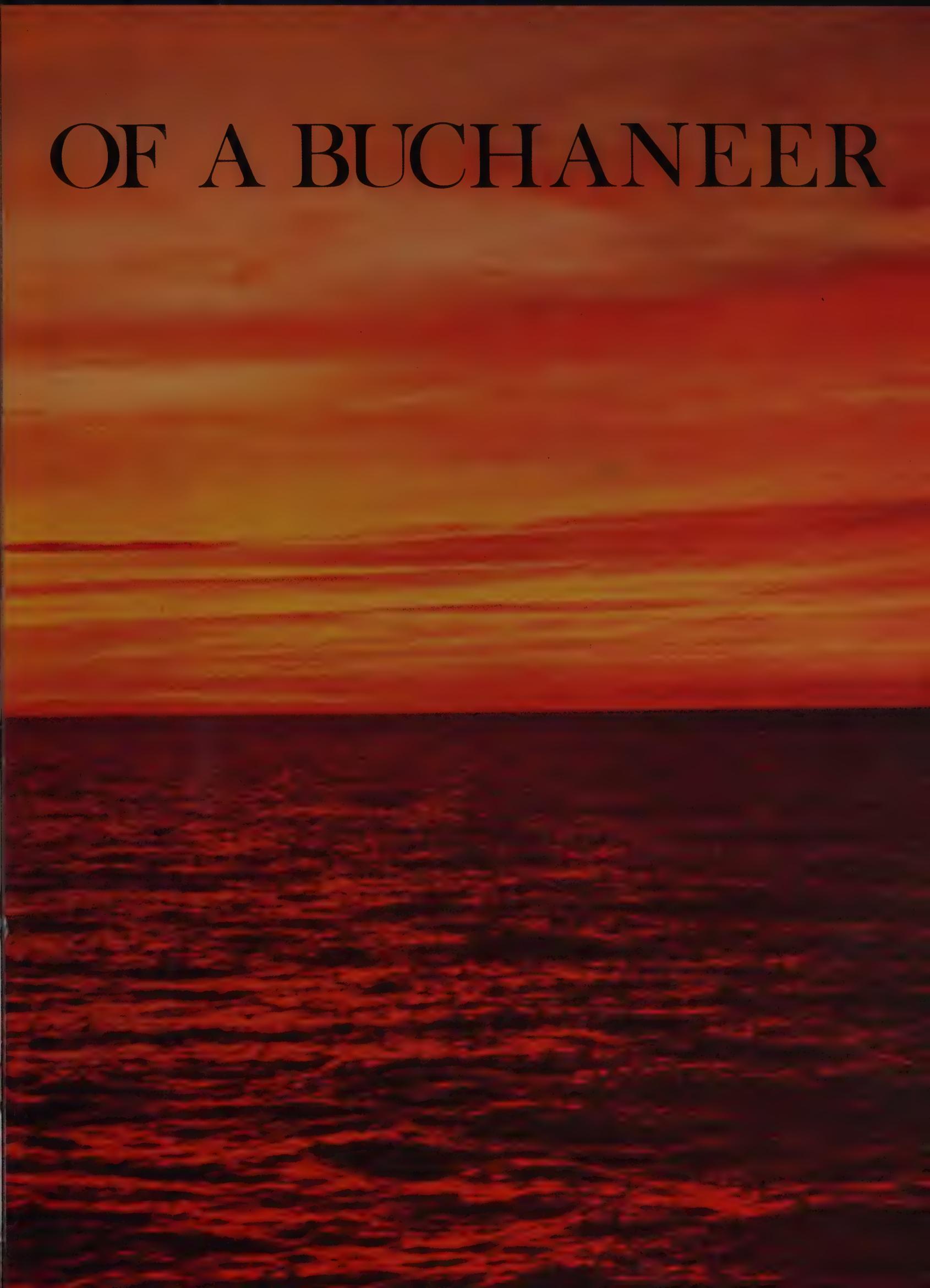


AWARDS CEREMONY



A DAY IN THE LIFE

OF A BUCHANEER





It's always tough to get going in the morning. Some good old Navy coffee helps but there's nothing quite like a pass through the chow line.



A little PMS always helps start the day right.



or maybe a little air controlling is what's in store for CIC.

The Officer of the Deck is shown conning the ship from the port wing. He is responsible for the safety and well being of the ship and it's crew at all times while at sea.



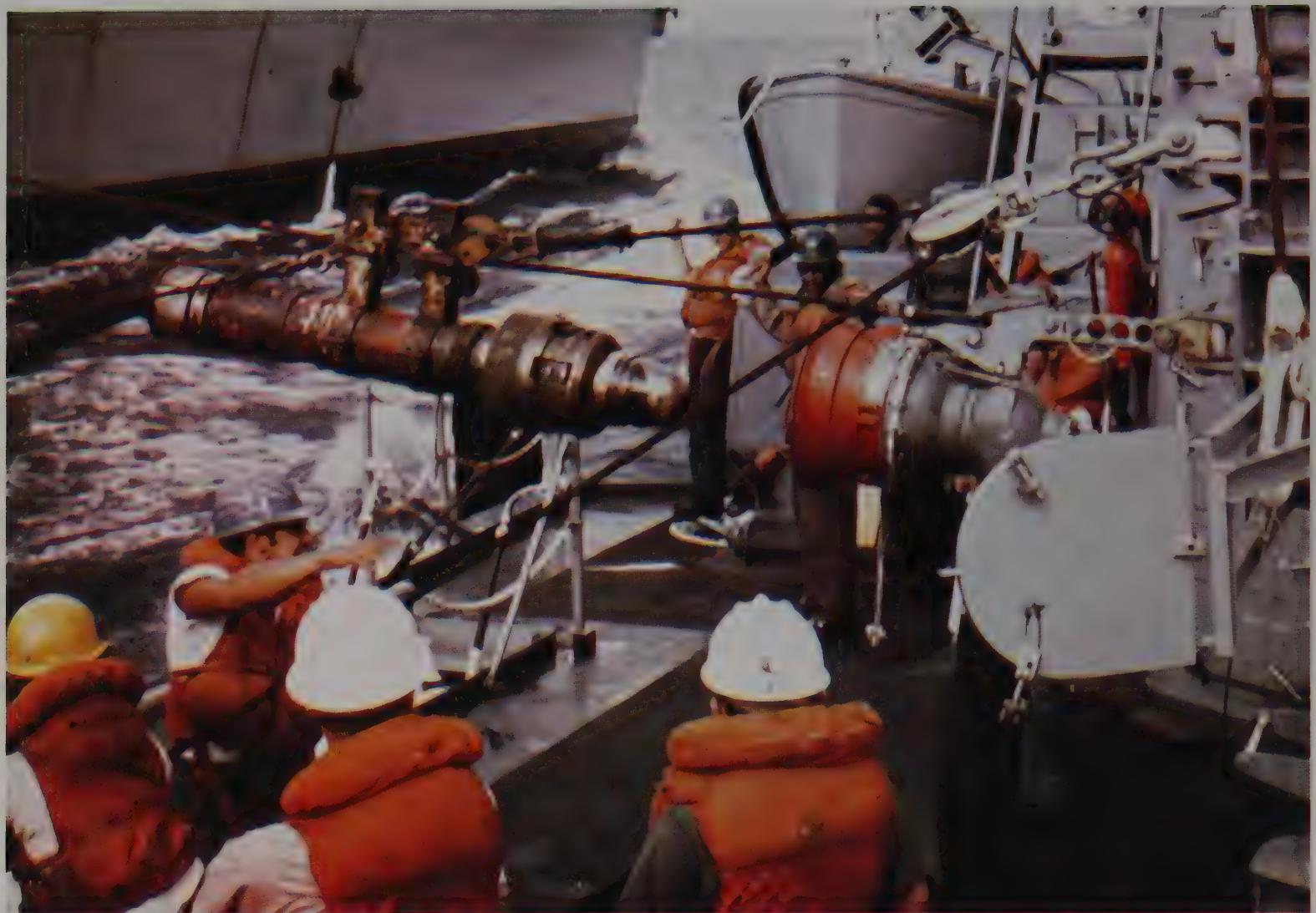
And an early morning conference always helps.



A small welding job is accomplished in the machine shop by one of our shipfitters.



If we're lucky about mid-morning a friendly helo will drop by and deliver some letters from home.



REFUELING INVOLVES EVERYONE on the ship and it occurred about every third day throughout the deployment. Alongside the USS SACRAMENTO (AOE-1) we prepare to receive one of our long drinks. After hooking up the refueling rig it's just a matter of time as we receive 2500 gallons per minute of fuel as BUCHANAN fills her thirsty stomach.



One of the ship's boiler tenders prepares to light fires under No. 1 boiler, as the ship prepares to shift boilers.



During the gunline periods off the coast of Vietnam, anchorings and ammo unloads were very frequent.



If the need arises a haircut is a short stop away, and the laundry operates 24 hours a day at sea to ensure clean clothes and linen for the crew. After a decent amount of morning activity the watch gets relieved and a fresh section of the watch takes control of the ship.





More ammunition to keep our guns firing. Ammo handling is an all hands evolution.



Some of the unreps weren't in the best weather.



After a break for noon meal and an hour or so for a quick nap – there's no telling what the afternoon has in store.





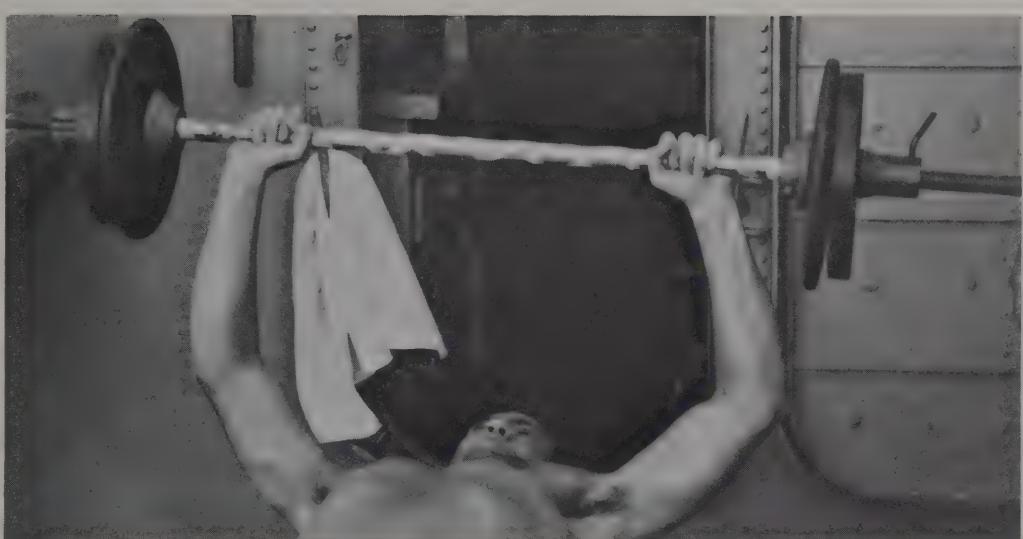
Quite often during the cruise at the end of a long day the Supply Department sponsored barbeques on the fantail, which became quite popular.



The cookouts were often followed by entertainment of some variety. The pastimes included boxing and bataca matches, bingo and card games, rocket shows, musical instrument entertainment and an elite group of physical exercise enthusiasts. These leisure activities passed the hours of many days after a letter to a wife or loved one.







ENTERING THE KINGDOM OF



POLYWOG COAT OF ARMS

NEPTUNUS REX

"Ode to a Polywog"

Ah, how proud we are to be
Polywogs, who roam the sea
In all our grandeur
In all our splendure
Veritable rulers of the deep
Not shellbacks, which must crawl and creep.

Not shellbacks, those obnoxious creatures
With gnarled skin and loathsome features
Of pungent odor
Of rancid smell
Those clumsy beasts enclosed in shell
Which surely must abide in hell.

Unite! Unite all polywogs
Let shellbacks fear the mighty frogs
Respect the frog
Long live the 'wog'
Obey the frog and be no fool
For Polywogs will always rule!

The Polywog Poet Laureate



At the beginning of the "Crossing the Line" ceremony there were approximately 30 Trusty Shellbacks aboard to indoctrinate and educate the Slimy Polywogs into the ways of the realm of King Neptune. The Polywogs resisted their indoctrination at every turn but endurance and perserverance outlasted numbers and the closer the ship passed to the equator the stronger were the Shellbacks. With the arrival of Davey Jones and King Neptune aboard the BUCHANAN all resistance ceased as the Polywogs fell helpless to the awe, pageantry and mysticism of King Neptune and his Royal Court.



At first Polywog resistance was strong and the Shellbacks found themselves sort of taped shut. But, as shown above, even the noblest Polywog succumbed to the Polywog Uniform of the Day.





In preparation for the evening arrival of Davey Jones the indoctrination began. It consisted of



ROYAL WHALE WATCHES PLUS SOME GENERAL GOOFING OFF





EVEN KEEL WATCHES



CROSSING THE LINE WATCH & TOPSIDE SONAR WATCH





TARTAR Division's entry

The next morning after Davey Jones had inspected the ship's company to ensure BUCHANAN and her crew were ready to cross the Equator and enter the domain of King Neptune, a beauty contest was held to elect a Royal Court for the King.



OI Division's contestant



"M" Division's entry and the eventual winner of the Royal pageant goes on review before the Royal Court — from right to left seated; the Royal Judge, King Neptune, Davey Jones, the Royal Baby and the Royal Doctor.





The beauty contestants pose for a group portrait — from right to left, Ghief Fichte, RDSN Lund, SN Adams, ENS Rogers, RD3 Falkenhan, RMSN Sisk, STG3 Gretchanik.



King Neptune throws an approving glance over Tartar's entry.



The Wardroom's entry to the beauty contest appears to be stuck on the Royal Baby.



1st Division's entry, BM3 Erb, lectures the court as he passes in review.



OC Division's contestant



Supply Division's beautiful entry



BTFN Ihrig (the winner) continues to entice the Royal Court with his antics.



OI Division with two entrants put on a show of their own.



After the beauty contest, with the Shellbacks in complete control, the actual indoctrination ceremony, complete in it's indescribable splendor, began. LT Patterson and GMG2 Toland appear for judgement before the Royal Court.



A short visit to the Royal Doctor for a quick medical and dental checkup.



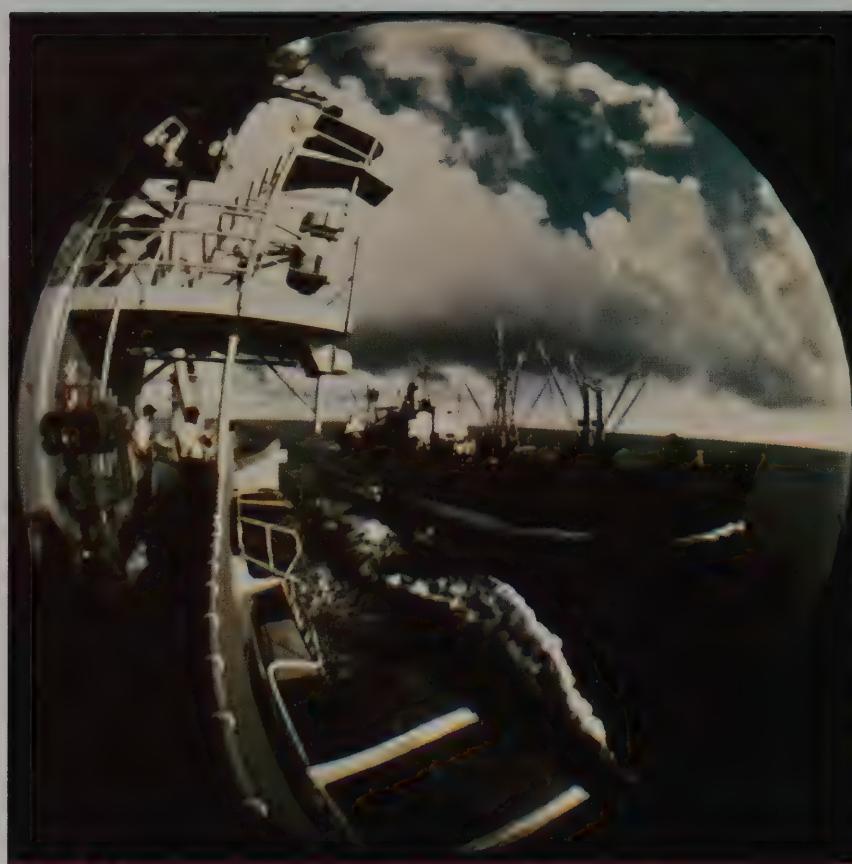
Everyone had to kiss the Royal Baby and see what was in the Royal garbage can.



After a pass through the garbage chute and a bath in the Royal Pool to cleanse each Polywog of his sins all were welcomed into the realm of Neptunus Rex.



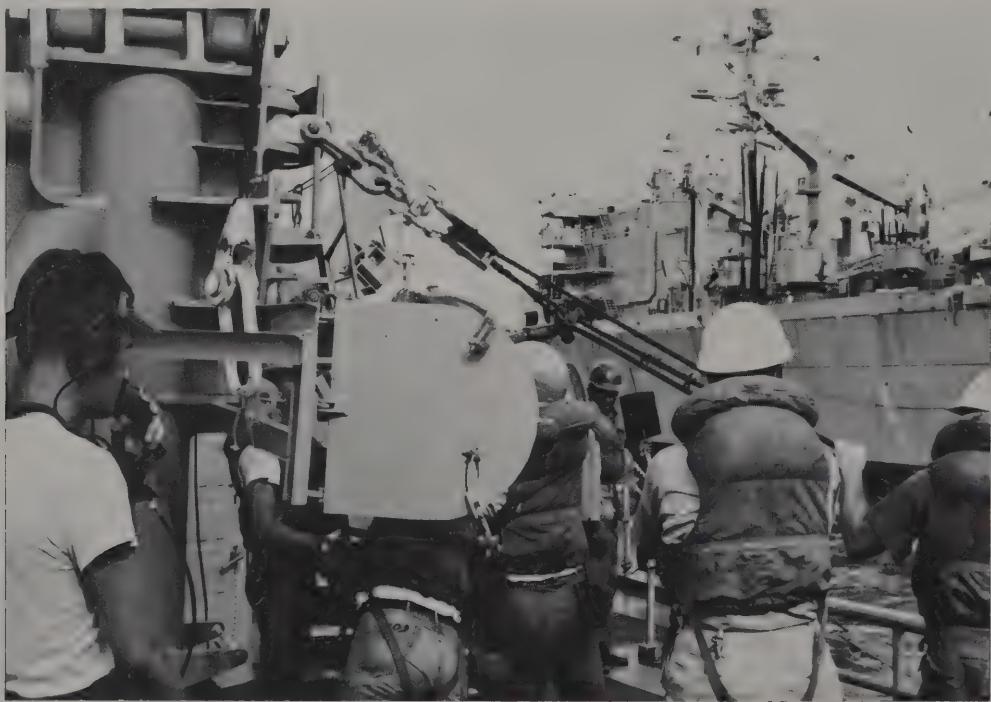
SPECIAL



OPERATIONS



UNREPS

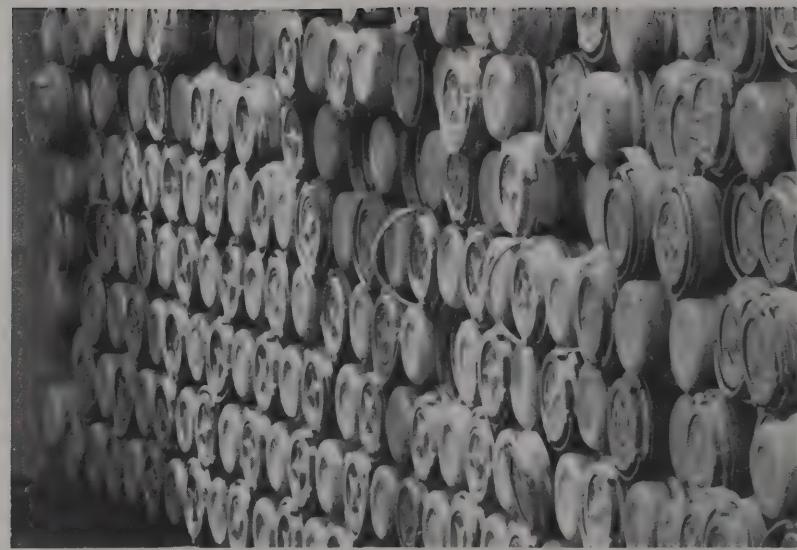






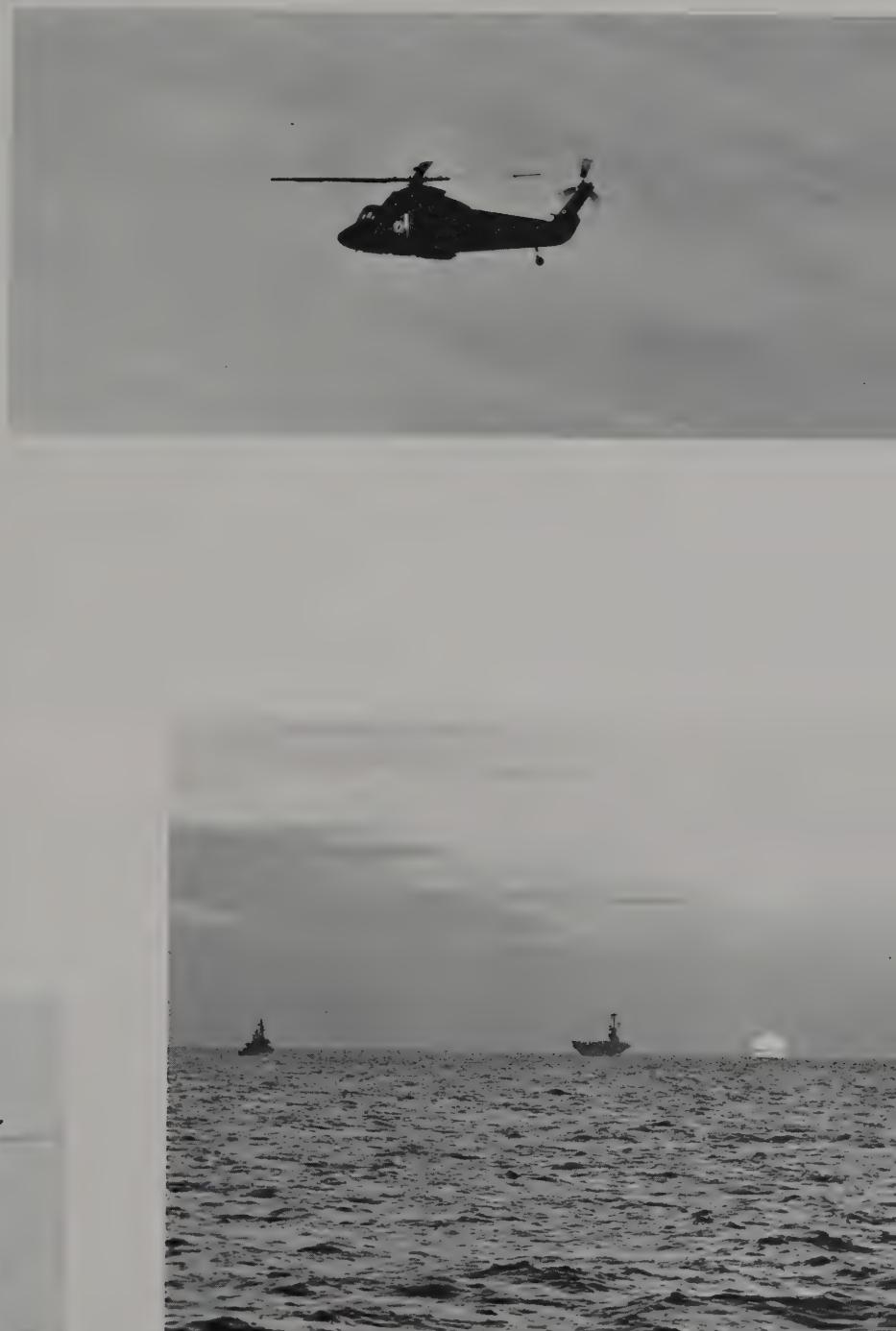


GUNLINE





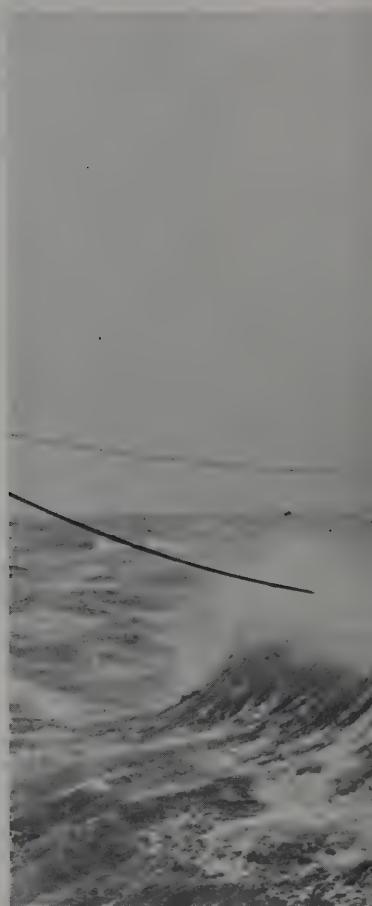




PLANE GUARD









COMBINED



OPERATIONS



PORTS OF CALL



HAWAII



SUBIC BAY







HONG KONG













SINGAPORE

A Study of Hands

Every cruise, every deployment, every ship has certain characteristics that set it apart. A cruise book is designed, hopefully, to implant these memories in our minds separate from the others.

This book has already covered many of the events of BUCHANAN's 1970 WESTPAC cruise. In this section however, I will try in a very different way to summarize for each member of the crew some of the actions that allow a ship to complete a deployment, that makes a ship a she and unites a group of men into the crew of the USS BUCHANAN.

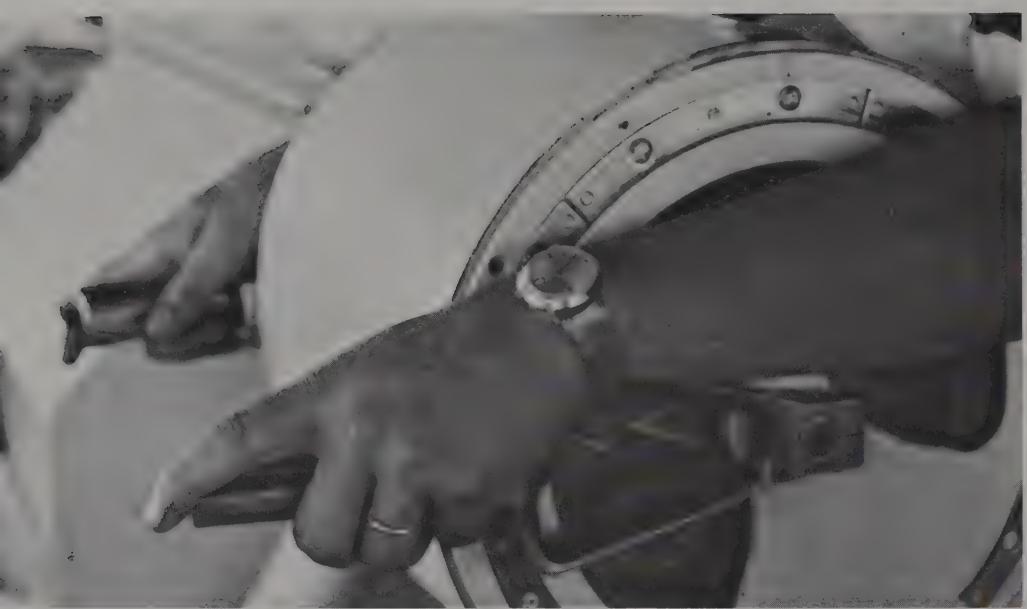
During the five months that the ship was deployed it was the hands of the 320 odd men aboard BUCHANAN that got the ship moving, that made her do her job, that maintained the intricate equipment within her skin.

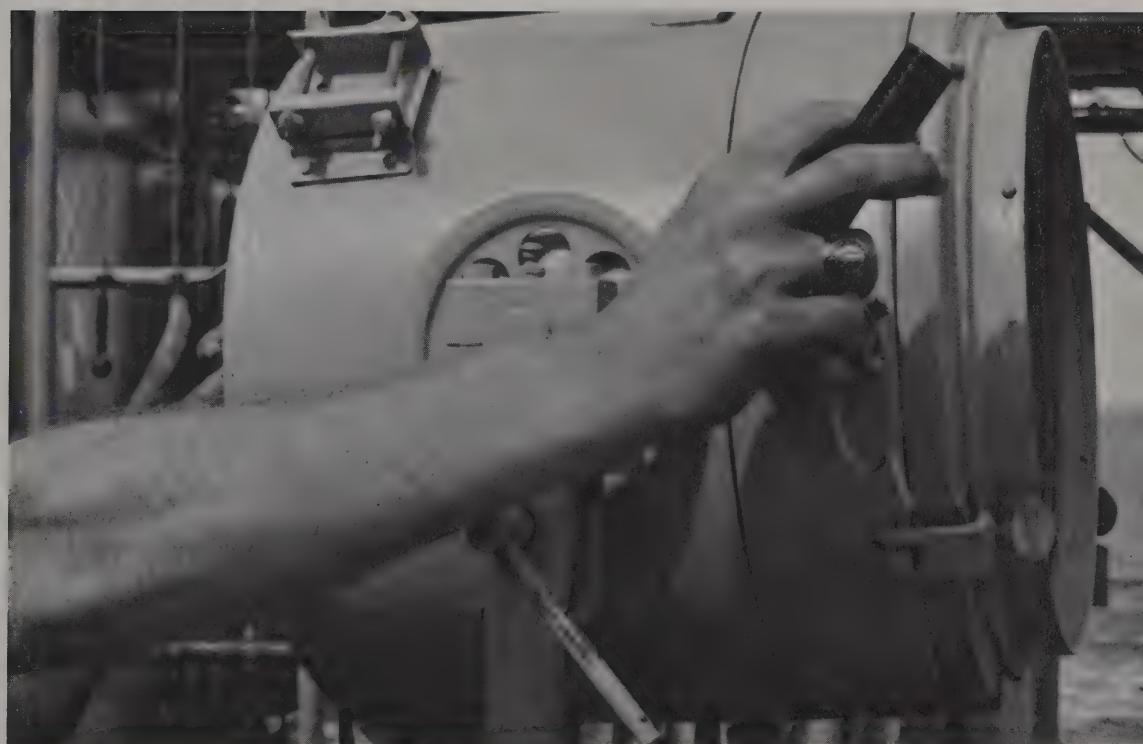
This then is a Study of Hands, a study of men at sea, a study of the USS BUCHANAN.

The Editor

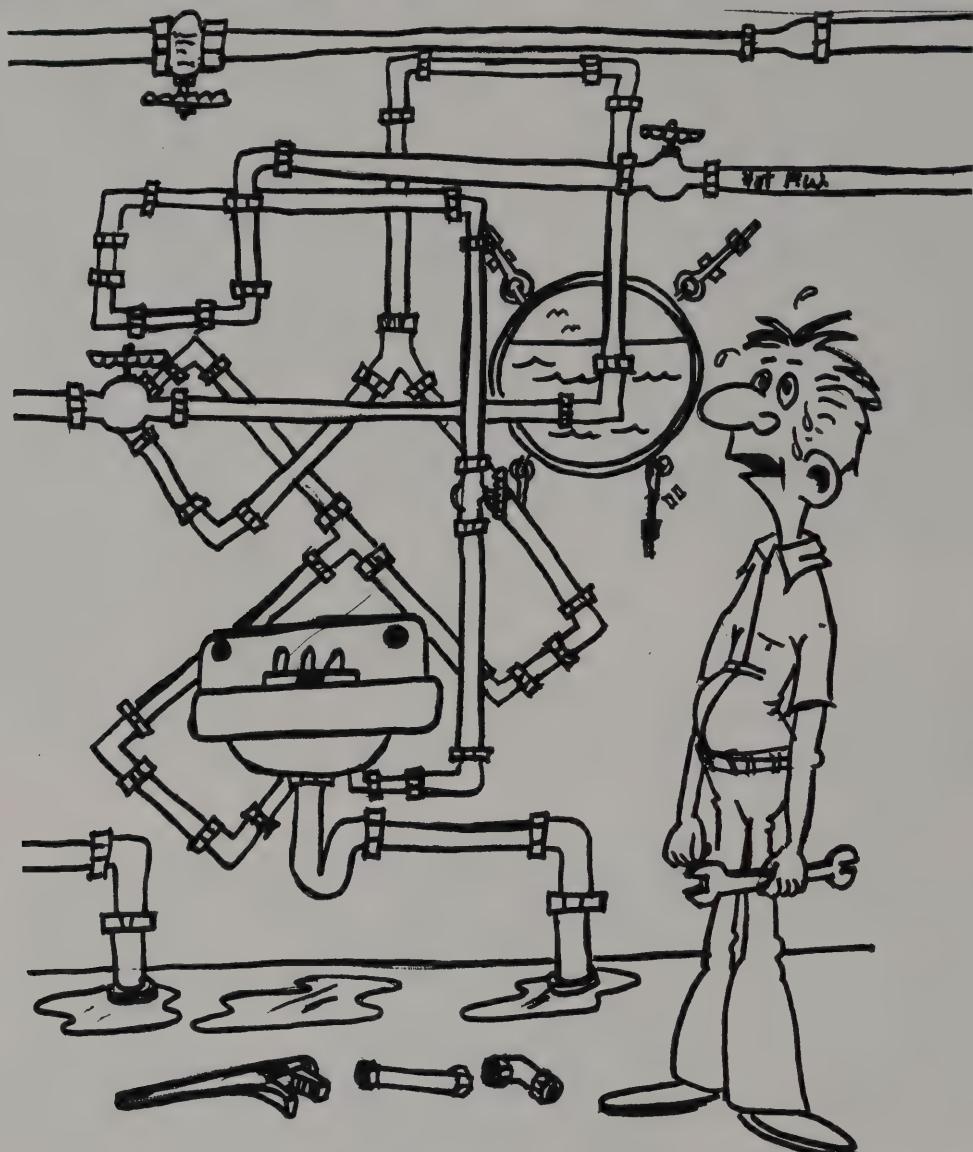








ENGINEERING DEPARTMENT



AT LEAST IT DOESN'T LEAK

LT. Zimmermann
Engineering Officer



M Division



Kneeling left to right. L. Clark, R. Nortdome, D. Withrow, R. Stratton, M. Parker, T. Jackson, E. Miller, D. South, E. Long, N. Melmer. Second row left to right. J. Green, J. Davis, B. Rohn, G. Moore, J. Shorey, B. Boyd, C. Hallberg, D. Odom, B. Starkey, W. Kidd, M. Miller, D. Ihrig, A. Allen, M.

Matulovich, J. Saylor. Third row left to right. D. Amsler, King, T. Howe, S. Szabados, S. Hillen, G. Connell, D. Ewing, J. Jackson, W. Right, D. Kerchner, D. Jackson.

The relatively recent developments of advanced missile systems and the growing use of electronic warfare have made the modern Naval ship far more lethal and more sophisticated than the "gun ships" of yesterday. Yet one very significant factor remains foremost. This factor is mobility. It is the mobility of our Navy that makes it a significant tool in our effort to maintain world peace and it is the task of the men in "M" Division to make our ship mobile.

"M" Division, the largest division aboard BUCHANAN, is comprised of two different ratings charged with the same end result, i.e., "Make her go." "B" Group is the Boiler Tenders, whose job encompasses the maintenance and operation of our boilers and the associated machinery necessary to produce the ship's lifeblood for motion — steam. "M" Group, the Machinist Mates, maintain and operate the main propulsion and electrical generating turbines and associated equipment which, with much work, give the BUCHANAN her mobility.

It is through the combined efforts of these "snipes" that the BUCHANAN completed another successful West-Pac tour and we're proud to say, "We got you there, and we got you home."



ENS Rivenes



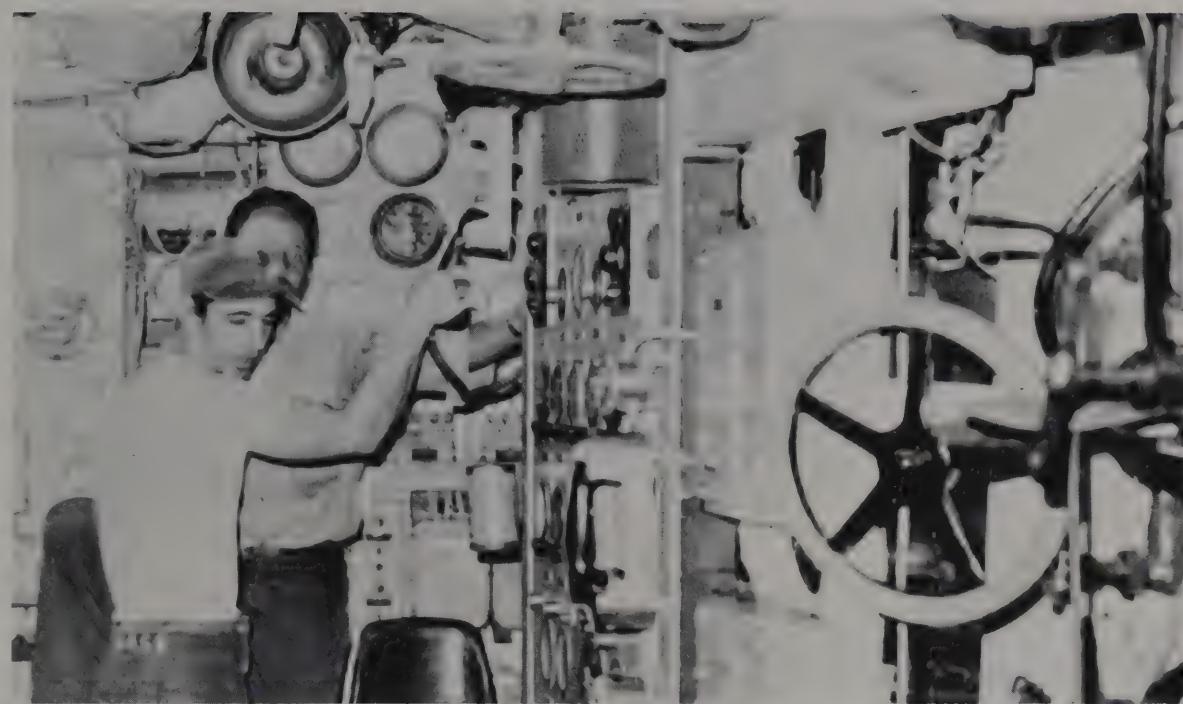
BT3 Upchurch lighting fires while FN Ihrig and FN Whittaker observe.



BT3 Nash standing a "burners" watch.



FN Westley stands a "checks" watch in the After Fireroom.



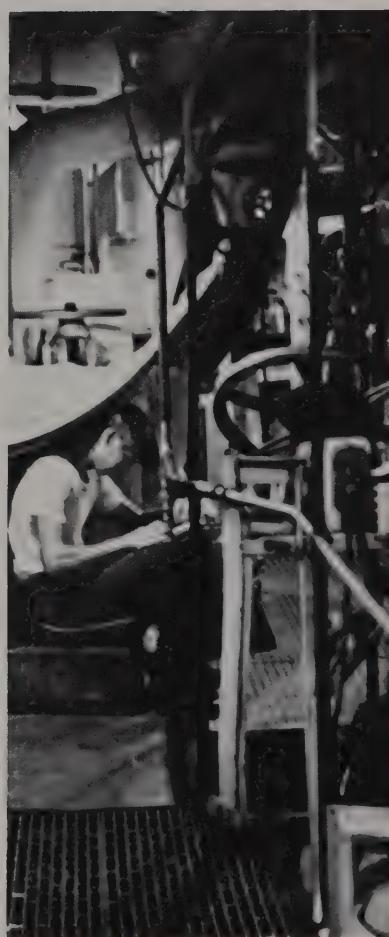
BT1 Sherril giving some pointers to BT3 Chase.



Taking readings on the status of the engineering plan is an hourly job.



Catching some slack.



Even the snipes do their homework.



A Coffee break in the fireroom to plan the next job.



Hard work takes its toll.



And FN Long in Main Control.



FN Rohn standing throttles under the watchful eye of MM2 Nordtome.



Testing the purity of the water is a very tedious job.



Standing a tight watch in Main Control.

This is what is called "sweating the load."



R Division



Left to right, kneeling. FN Carlson, FN Paschall, DC3 Perrin, EN2 Payne, DC2 Martin, FN Probus. Second row. MM1 Deering, IC1 Hayden, MM3 Nell, IC3 Reynolds, EM2 Pettingill, MM3 Marcil, MR1 Stevens. Third row. SFC Simmons, EM3 Madsen, EN2 Lyons, FN Terbeck, EN2 Carta, EM2

Gratton, EMC Fichter. Not shown. EMCS (SS) Buckley, EM1 Chastain, DC1 Lewis, SF2 Evans, IC2 Hillis, EM2 Garrard, EM3 Tecson, SF3 Mockridge, IC3 Holland, IC3 Hart, IC3 Williams, ICFN Perry, FN Miller, EMFN Wilson.

R Division is unique among the divisions aboard our ship in that it is composed of four separate gangs and one shop, each of which could be classified as a division in itself. R Division, and if any one of its gangs gets behind in its work, the whole ship knows about it. For example, the electricians mates took care of our lighting and much more. Many an electric motor to a vent fan or pump was overhauled and rewound by the electricians during this WESTPAC deployment. And how many of us really know the number of hours that were spent on repairs to the mess deck coffee machine? The enginemen and machinist mates of "A-Gang" kept our reefers running and did a truly remarkable job in providing air conditioning for the whole ship. We also have A-Gang to thank for the dependable performance of our laundry and for the spotty but somewhat spectacular performance of the motor whale boat and the Commodore's Gig and of course the super air conditioning of the Commodore's stateroom. The IC Gang kept those phones ringing, and making other strange sounds, and it kept our morale high due to the fine selection of movies shown on the mess decks. The gyro compasses that guided us through the cruise are IC gear as are the 1MC and alarm actions. The Damage Controlman/Shipfitter Gang lead us through damage control drills and kept our repair lockers in top shape. The shipfitters

repaired both sailor-damage and storm-damage, and were repeatedly called upon to perform repairs to vital machinery. And last but not least, the machinery repairmen of STEVEN's machine shop made everything from menu holders for the wardroom to vital driveshafts and gears for our engineering machinery. We of R Division the Repair Division, are truly proud of the role we played in the successful completion of BUCHANAN's Sixth WESTPAC deployment.



LTJG Brown



EM2 Pettingel makes generator adjustments.



Duty "A" gang recharges one of our air-conditioning units.





Duty Boat Engineer



The helo detail



MM3 Marcil prepares a cutting torch under the watchful eye of FN Tucker.



EM2 Gerrard prepares our "warm lights of welcome" for rigging.



Down to the machine shop for more repairs.



MR1 Stevens belts out "mountain dew" on the ASROC Deck after a barbecue.



Heads up, Mr. Pittman.



The infamous gig, but where's the big pennant?

NAVIGATION DEPARTMENT



LTJG Tangren, Navigator

The Navigation Department is the most diversified department aboard ship with their responsibilities, ranging from getting the ship to it's proper destination safely, and on time, to treating and caring for the health of the BUCHANAN crewmen, to maintaining the ship's correspondence and personnel records, and finally insuring that the mail from our loved ones at home is delivered quickly and efficiently. Functionally, this department is divided into two sections; the Navigation section and the Administrative Section.

The Navigation Section is manned by our efficient Quartermasters. During Sea Detail they assist the Navigator in safely navigating the ship through the restricted waters of the harbor. Once in open waters, a QM's day is a never ending one consisting of morning stars, sun lines, evening stars, and constant charting of the ship's present position. In addition to standing many watches, the QM's spend countless hours correcting hundreds of charts, taking and recording weather and navigational information, and manning the helm for underway replenishments.

In the Administrative Section there are Personnelmen and Yeoman from the Ship's Office, the Hospital Corpsmen, and the Postal Clerk. The Ship's Office day is a constant one of ensuring that all correspondence and reports are completed and mailed in a timely manner, and also ensuring that all personnel records are maintained with entries affecting BUCHANAN crewmen entered in a timely manner. In Sick Bay it's a day of shots, treating minor and major illnesses, physicals and checking the sanitation of the crew's messing and berthing spaces. In the Post Office it's always "Where's the mail?"

These two sections are the backbone of the Navigation Department and together are always working quickly and efficiently for the benefit of the crew of the BUCHANAN.



Even the quartermasters take their turn at the wheel.



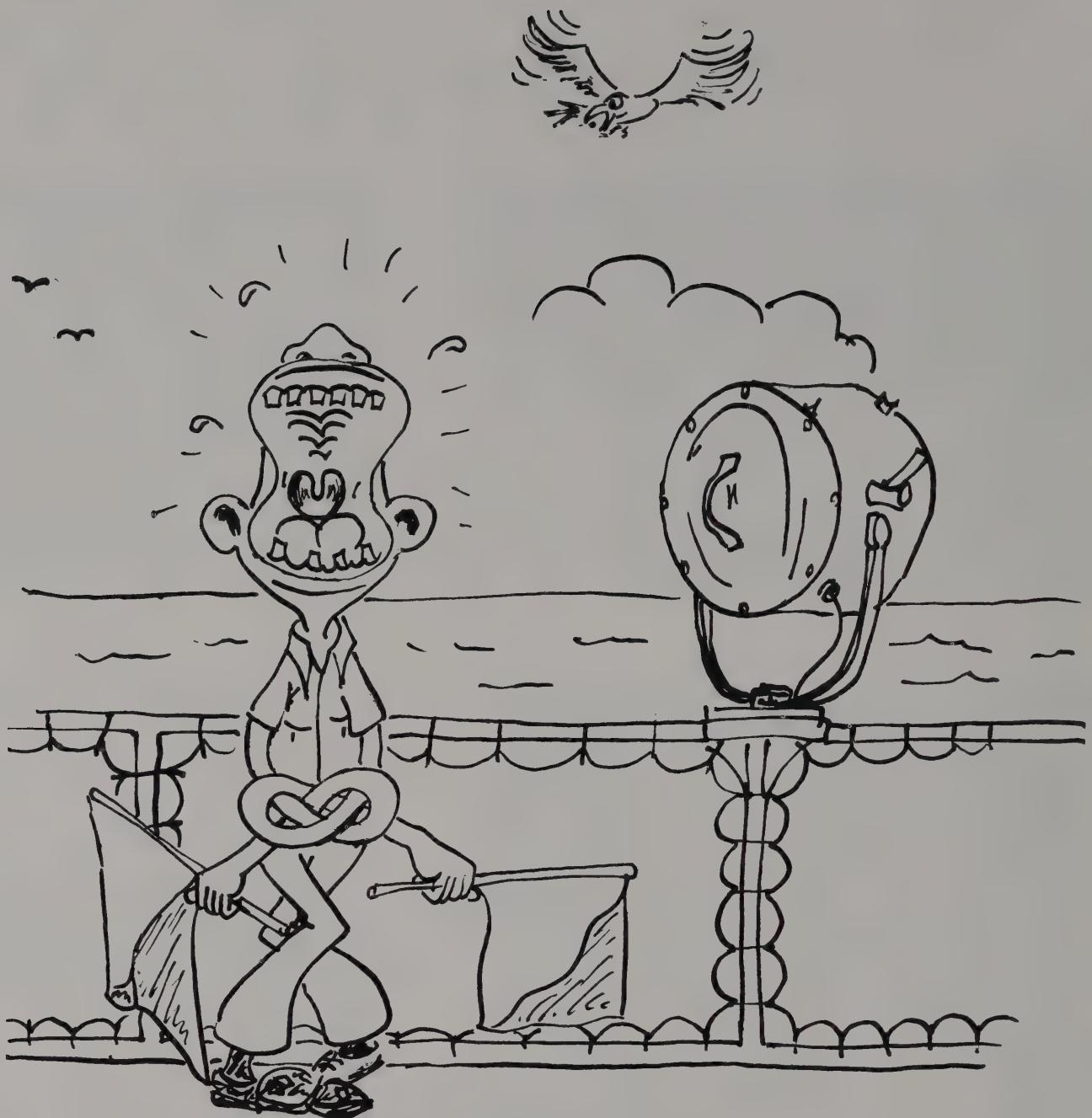
YN1 Quisano takes time out from the endless paperwork.



Have a question about your career in the Navy? PN1 Landefeld in your friendly ship's office can answer it.



Hospital Corpsman Burns keeps a watchful eye for mishaps during an UNREP.



OPERATIONS DEPARTMENT



LT Patterson
Operations Officer



Back row left to right. D. Williams, D. Stoyisch, T. Crammer, W. Holden, R. McKonly, J. Nepper, W. Evans.

Front row left to right. M. Lytle, J. Champion, J. Shumate, S. Smeltzer, R. Duliban

OE Division



LTJG Wheeler

This cruise there are thirteen men responsible for the maintenance and upkeep of more than six hundred pieces of equipment. Some of which are so large and complex that they fill whole spaces by themselves. Often men had to work around the clock to get a vitally needed piece of equipment operating. With the large amount of equipment and the small amount of men there can be very little specialization. There are three main groups that the division falls into, they are radar, communications and electronic countermeasures.

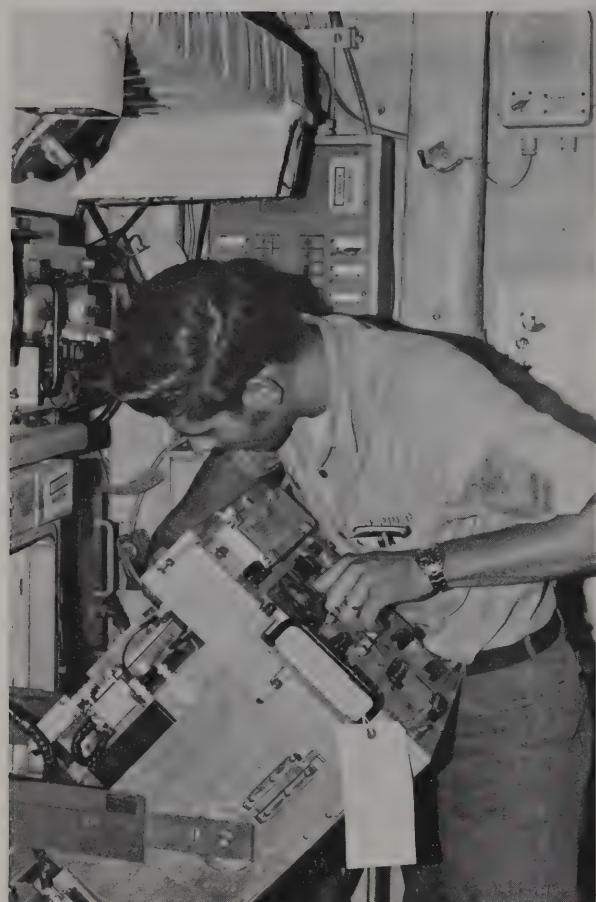
The radar group maintains two radars and their associated equipment. This consist of an air search radar that shows aircraft as far as three hundred miles and a surface search radar that shows land, ships, and low flying planes to one hundred. The IFF equipment, identification friend or foe, is also maintained by the radar group. This is used to identify friendly planes and ships. The radar repeaters in CIC and on the bridge are also maintained by

the radar band. They translate the electronic information from the radars to a visual presentation for the radarmen to use.

The communication group are kept extremely busy in WESTPAC. Many pieces of equipment must be kept operating twenty-four hours a day to keep in touch with other ships, shore installations, and aircraft. Long range, high power receivers and transmitters are used to keep us informed of news from all over the world. Many low powered receiver transmitters and transceivers are being used all of the time to keep in contact with our task group, controlling aircraft, and talking to spotters for naval gunfire support. TACAN is also maintained by the communication gang. Also tactical air navigation is used by airplanes to help them in determining their location.

Electronic counter measures equipment is maintained by both ET's and RD's. It is used to locate enemy ships and missiles and renders the ship less vulnerable to attack.

OE Division



ETN2 Nepper ponders the problem of a bulky transmitter.



The seaman should know a basic receiver. ETN2 Smeltzer checks the work of SN Shumate.



ETR2 Stoysich demonstrates the use of a shorting probe.



ETN2 Crammer helps a radioman with his gear.

The man with the repeater problems
ETR2 Holden.

OC Division



Kneeling left to right. J. Wales, T. Yelverton, T. Boyd, R. May, C. Macnaron.

Back row left to right. E. Kuzma, J. Aguilar, E. Sproat, W. Appleyard, D. Haughey, T. Fennell, C. Steel, T. Sisk, J. Dougherty

Naval communications, the primary job of OC Division, has been referred to as "the voice of the command." The mission of naval communications is to provide and maintain reliable, secure, and rapid communications, based on war time requirements.

OC Division operates and maintains all communications systems aboard BUCHANAN including fleet multi-channel broadcast, ship-shore systems, tactical voice and visual ship/ship communications. Also included in the jobs of the signal and radio men is the clerical phase of communica-

cations which encompasses the jobs of correction, reproduction, routing, and filing of all message traffic sent and received by the ship.

OC Division is responsible for providing reliable communications for virtually every task performed by the ship. Top performance is required at all times and in all circumstances, for transmission and receipt of vital, incidental, and personnel information. The self-exacting jobs done by the radio and signal gangs are an indispensable part of the ship's operations.

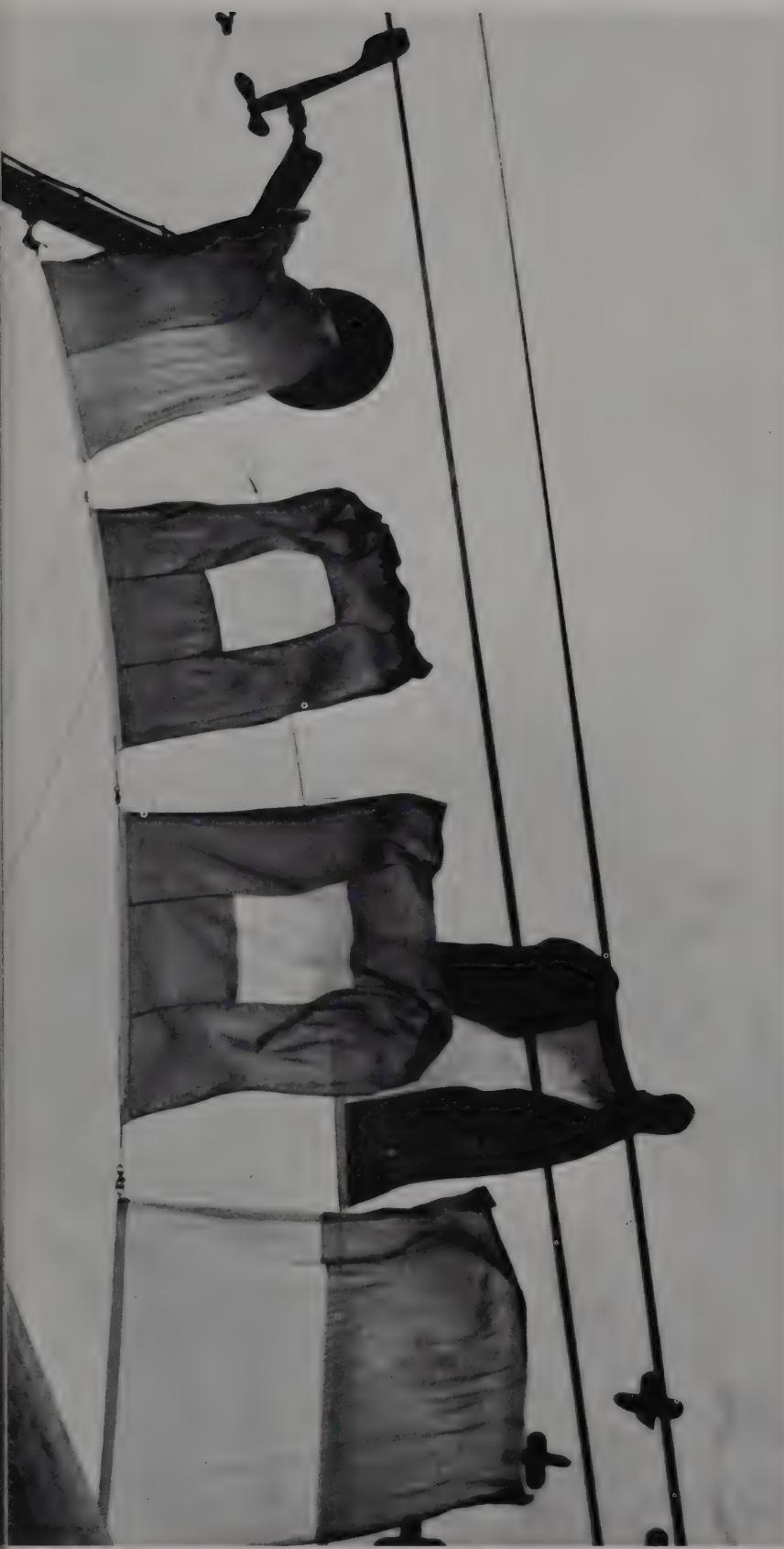


LTJG Gardner

OC Division Radiomen



OC Division Signalmen



OI Division



Kneeling left to right, RDSN D. Davisson, RD2 M. Glidewell, RD2 A. Schaper, RD2 D. Finkey, RD3 M. Falkenhan, RD1 J. Clark, RDSN C. Grocott, RDSN S. Olson.
Standing left to right, RD3 D. Frost, RD2 G. Hollands,

RD2 J. Melesky, RD2 G. Moses, RD3 C. Stoysich, RD3 W. Baber, SN L. Wheeler, RD3 P. Doran, RD2 E. Cambria, RD1 J. Braddock, RD2 D. Belcher, RD3 R. Edwards, RDSN W. Cox, RDSN D. Kauffroath, RD1 T. Rudisill.

The radar plotting room of the early days of radar has evolved into the Combat Information Center of modern ships, manned by the radarmen of Operations Intelligence division. Besides surface search and air search radars, information gathered from sonar, radio circuits, electronic warfare intercepts and lookouts is brought together, intercepted and evaluated using hundreds of publications and latest intelligence reports. Every major operation of the ship involves radarmen and CIC; Anti-Submarine Warfare, Anti-Air Warfare, plus twenty-four hour a day jobs of navigation and tracking all surface ships.

During the cruise, the radarmen had an active role in Yankee Station carrier operations and

naval gunfire support. Yankee Station is a real test of a CIC team; maintaining the picture of all flight operations, locating all friendly and enemy aircraft with constant attention to the dangerous surface situation present with several ships operating at high speeds in a limited area. During NGFS, the radarmen coordinate the ship's position and movements with target and friendly troop information received via radio circuits. Accuracy in plotting is critical because an error of the thickness of a pencil lead can mean missing the target.

Throughout the cruise, well trained, well informed and flexible radarmen contribute to the success and versatility of the BUCHANAN.

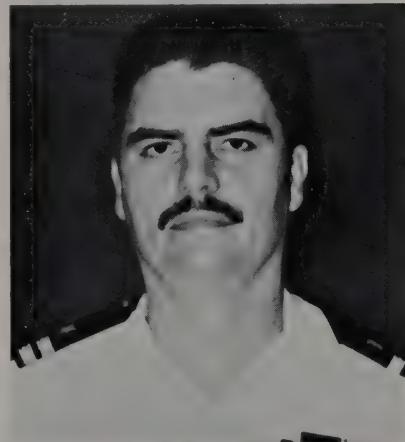


LTJG Morrisey





SUPPLY DEPARTMENT



LT. Stebbins, Supply Officer



Bottom row left to right. L. Hubner, C. A. Smith, R. Guerrero, C. Feria, J. De Jesus, J. Bautista, L. Barboux
Middle row left to right. L. Vegiga, F. Baker, L. Enderly, J. Carson, D. Stemmer, R. Hernandez, G.

Bettencourt, C. Downes

Back row left to right. C. Yates, R. Miller, J. Greenhaw, G. Bush, J. Erickson, B. Kramer, C. Hargrave, R. Kuhr, F. Rogers, J. Hill

Being the second largest division aboard the BUCHANAN encompasses many responsibilities. Commissarymen, Shipservicemen, Stewards, Storekeepers, Disbursing Clerks, and Messcooks make up Supply. Providing services such as food for the crew, laundry, haircuts, ship store merchandise, meals and comfort for the officers, pay for the crew, and countless repair parts for the maintainance of all equipments, are all part of Supply's business.

During the deployment, Supply's commissarymen provided BBQ's topside and many scrumptious, mouth watering meals. Shipservicemen kept the laundry going 24 hours a day plus maintaining the high quality merchandise in the ship's store. The Stewards provided excellent

meals to the officers all during the deployment and the officers were constantly watching their stomachs grow. Disbursing Clerks provided that welcomed tax free and combat pay on the 15th and 30th of every month which totaled over 1/2 a million dollars. The Storekeepers were there issuing hundreds of repair parts everyday to keep the missile and gun systems ready. They ordered hundreds of tons of food and supplies from the fleet cargo ships to keep the ship moving. The storekeepers also provided payment for all the services we received in foreign ports.

Supply, in the highest traditions of Naval standards, accomplished its best throughout the deployment by providing service to the USS BUCHANAN.

Supply Division



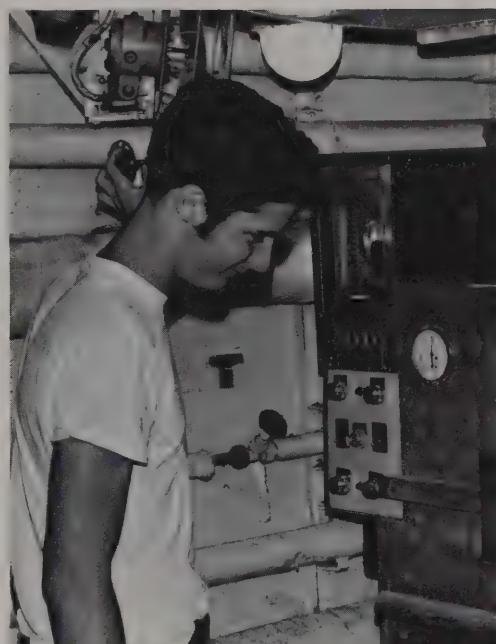
LTJG Miller



DK1 Kramer and CS3 McElveny preparing a barbecue for ship's picnic.



SH3 Hargrave has the wash day blues.



SN Miller doing a hard day's work on the wash deck.



Supply division takes it easy for a while at a ship's picnic.



S2 Rogers prepares supper for the crew.

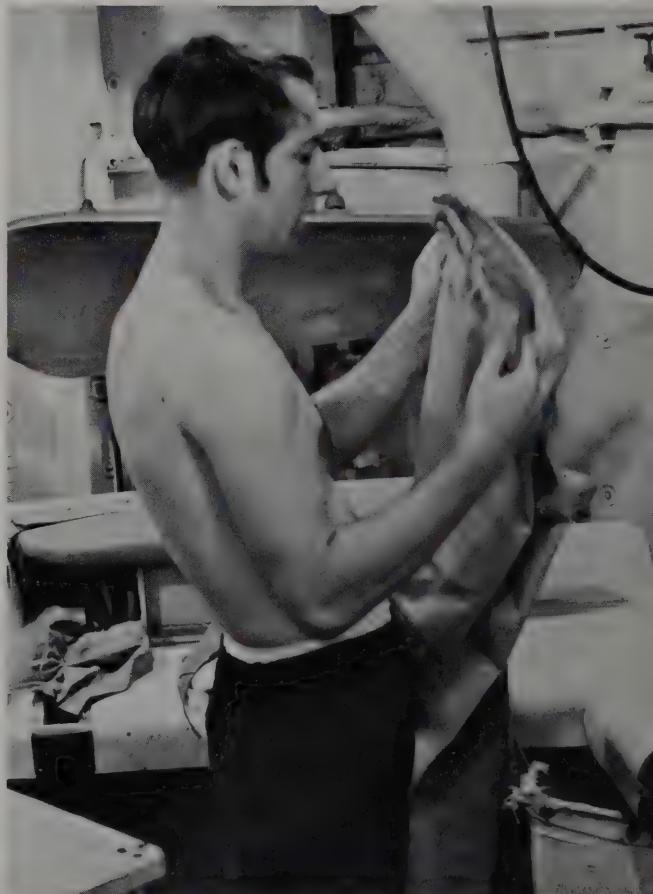


SK3 Bettencourt tending business at ship's store.

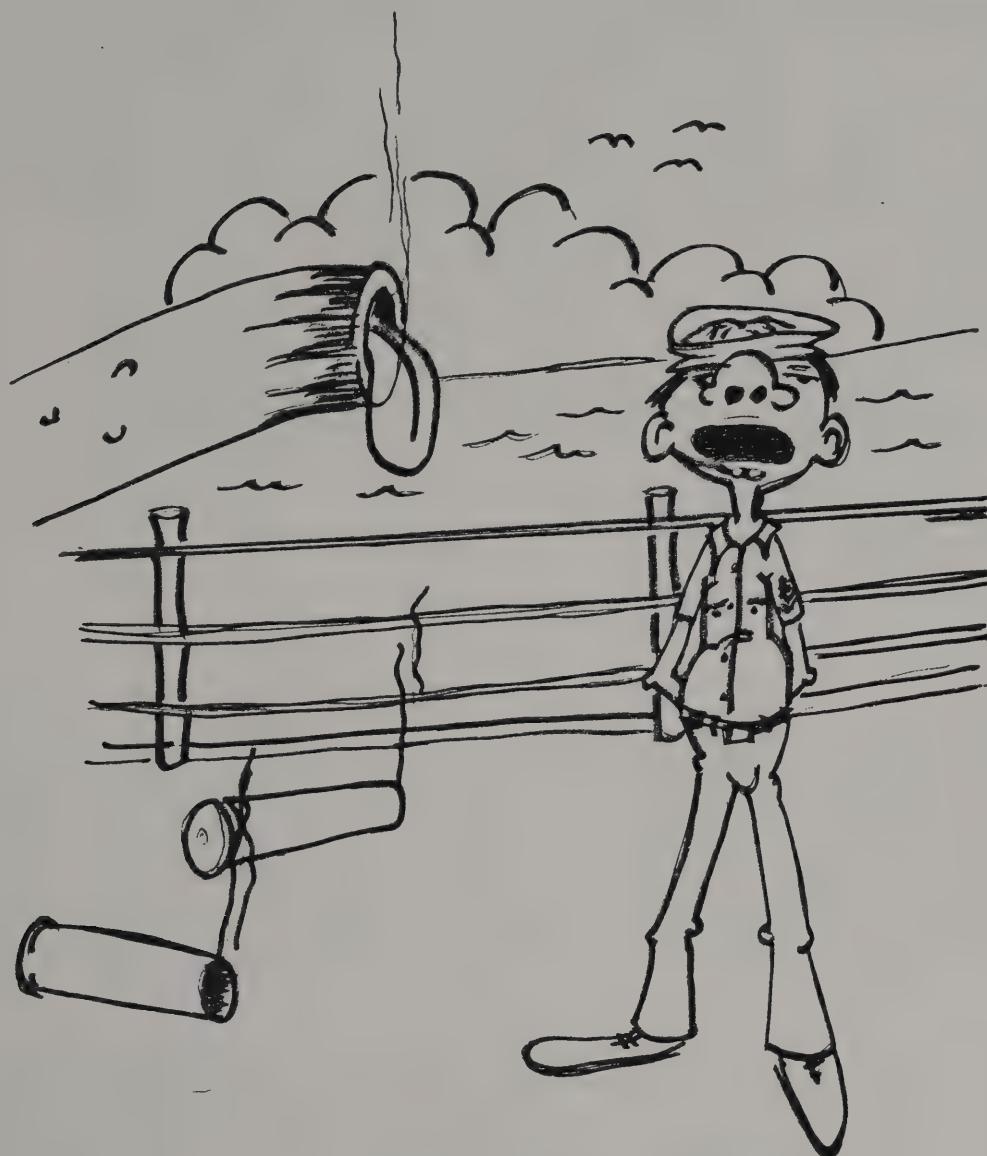
SN Carson, ship's laundryman performing their daily tasks.



SN Kuhr, ship's barber, gives a trim to SK3 Greenhaw.



WEPS DEPARTMENT



"I'D SAY MT. 51 NEEDS A REST
CHIEF."



LT. Abbey, Weapons Officer

1st Division



Kneeling left to right. L. Engleman, G. Hummel, J. Butterworth, A. Hernandez, C. Cole, R. Johnson, W. Sexon
Front row left to right. L. Garr, D. Hargrave, E. Ander-

son, J. Cavanaugh, D. Trask, J. Burns, F. Lulow.
Back row left to right. R. Kelly, J. Padro, D. Petry, W. Noggle, D. Flynn, G. Armstead, C. Barbour, R. Lightwine

From the words underway shift colors, 1st Division knew they faced a long and strenuous task. Many of the men in the Division were inexperienced, but they would learn quickly, because soon they would be involved in the many evolutions of underway stores and ammunition replenishments, along with refueling, anchor, and the frequent helo details. Along with the many replenishments 1st Division personnel spent many hours as watch standers on the Bridge. As Helmsman, Lookouts and Engine Order Telegraph Operators. Plus during their off watch time they turn to cleaning and preserving the exterior appearance of the ship.

During the cruise 1st Division completed many underway replenishment alongside various types of Naval ships for Ammunition, Fuel and

stores. These unreps were often performed at night in extremely rough seas. Upon securing from one rearming detail in rough weather a man was washed over the side, but within minutes after the word was passed down to 1st Division, they were manned and ready on the Foc'sle and in the motor whale boat to recover the man. During the minutes it took to reposition the ship for the recover, 1st Division was making ready the rescue gear so no time would be wasted when we came within reaching distance of the man. When we were close enough. Life rings and retrieving lines were thrown to the man and he was brought safely aboard.

Through experience and long hours of work the former inexperienced men are now capable and effective sailors of 1st Division.



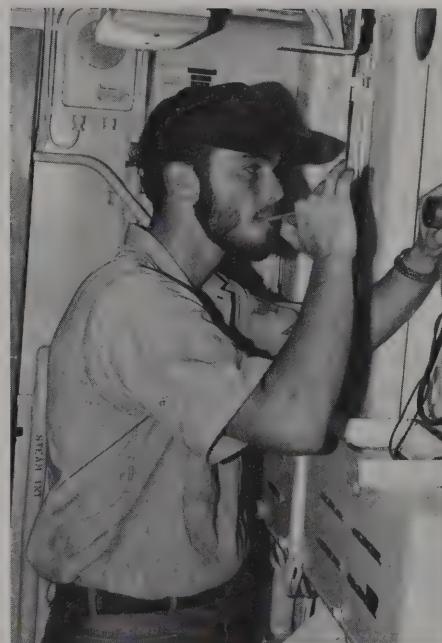
LTJG Pittman First Lieutenant



First division raising the anchor.



SN Gaines and SN Garr on their jobs during anchor raising.



BM3 ERB piping "Dinner for the crew".



First division receiving the mail from a small boat in Da Nang Harbor.



1st Division raising the jack staff for entering port.



First division at work disposing of empty brass after a firing mission off the coast of Vietnam.



First division compartment after a long day's work.



Gig crew preparing boat-run for DESRON 15.



BM3 Lois, SN Baroso and SN Armstead practice some line splicing and knot tying on the ASROC Deck.

2nd Division



Second Division Officer
Chester O. "Guns" Martin LTJG

FIRECONTROLMEN

R. L. Friday FTG2
R. E. "Tiny" Wright FTG2
C. S. "Hoboken" Prochaska FTG3
T. B. Moore FTG3
J. A. Fagan FTG3
D. L. Smazenko FTGSN
G. L. Stanfield FTGSN
K. Wilkinson FTGSN

GUNNERSMATES

R. E. "Uncle Burgie" Burton GMG1
J. H. Nixon GMG1
R. M. Toland GMG2
C. J. "Taco" Charlie Bean GMG2
G. R. Blaylock GMG3
R. L. Westwood SN
D. K. Hammond SN
D. E. Hatfield SN

"Target, target number 123; coordinates 276-493; 1 gun main armament; high explosive; fuze quick; at my command . . ."

This is the beginning, the beginning of Naval Gunfire Support.

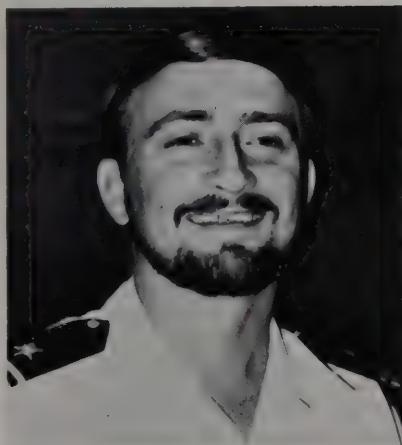
Magazine crews load the guns with 70 pound projectiles. "Ski" says the temperature is '92 degrees and getting hotter. "Taco Charlie" BEAN, the gun captain, and his gun crew ready the mount for action; time elapsed . . . under 2 minutes.

Plotting room crews make use of thousands of dollars of electronic equipment. "Tiny" is Plotting Room Officer. "Tiny" is 6'3" tall, weighs

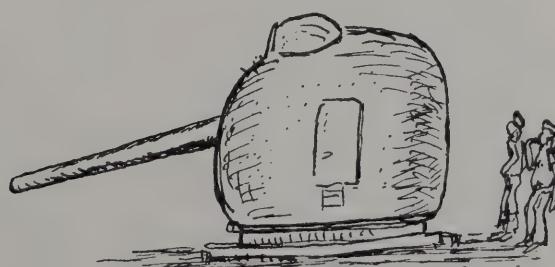
235 pounds and has more years in the Navy than Olongapo has bars. If he says the plotting room is ready, it's ready.

A four man team sits on the sideline. These are the troubleshooters. If something goes wrong in the gun mount a total of 47 years experience says it won't be long before it's fixed.

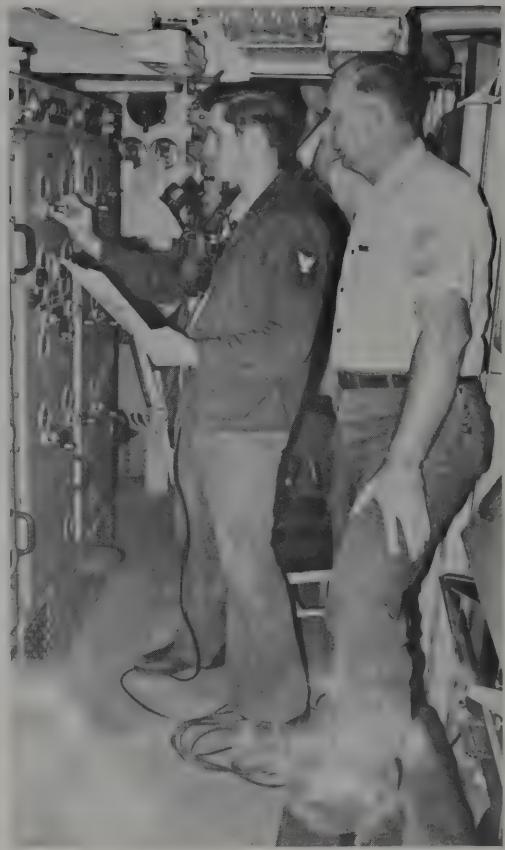
This NGFS team fired in excess of 3000 rounds in support of allied troops in Vietnam. Darkness, rain, high winds, and heavy seas were mere considerations, not insurmountable obstacles. NGFS teams, throughout the United States Navy, will continue to fire despite unfavorable conditions as long as we hear . . . Target, target number . . .



LTJG Martin, Gunnery Assistant



*Sob! There's nothing sadder
than a depressed gun.*

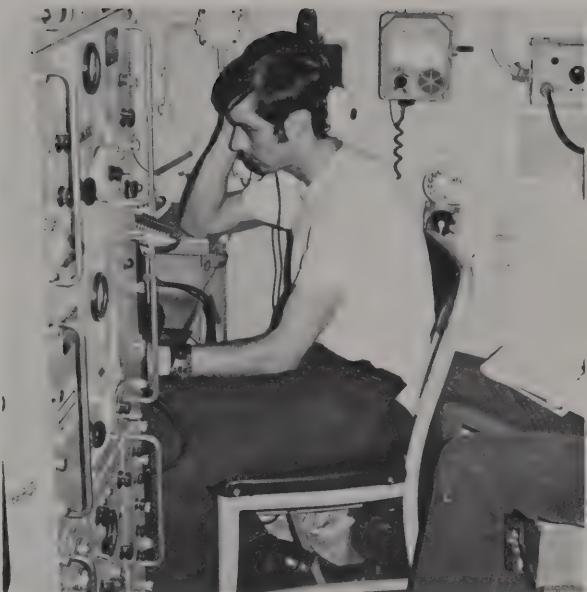


Now lets try it again - give the dial
a little ol' turn with the itsy bitsy pinky!





MT 52 manned and ready.



Now let's see — we put MT 51's elevation torque generator into MT 52's train receiver regulator and put MT 52's amplifier into MT 51's — and "d" switched my bottle of bourbon from MT 51 to MT 52's carrier deck and ...



Looks like a fouled bore to me, BURTON !



AS DIVISION



Back row left to right: V. Roy, R. Sopicki, G. Grechanik, L. Emerson, D. Malinoff, R. Anvik, C. Long, F. Wild.

Front row left to right: C. Cronin, J. Cordes, J. Kestenbaum, D. Beard, R. Lannert.

0300. The midwatch. The dimly lit combat information center is quiet. The only sound is that of the search radar operators voice as he reports routine contacts to the C.I.C. watch officer. Men stand easy at their stations, then suddenly, everyone freezes as an alarm sounds and a voice from a wall mounted speaker says, "Sonar Contact." This is the signal that sends BUCHANAN's ASW attack team into motion. Within minutes the contact is evaluated, tracked and an attack is underway.

The next step is, of course, to utilize the ships ASW armament. This is the job of the ASROC gunnersmates and torpedomen. ASROC (anti-submarine rocket) is the latest in primary long range anti-submarine weaponry. The surface launched tubes carry a variety of "fish" which constitute the secondary long range and primary short range weapons systems.

A/S Division demonstrated its weapon employment skills this cruise while operating with submarines off the coast of Vietnam. Also while off Vietnam the sonar gang was always alert for underwater explosions and hydro-phone effects (underwater sounds generated by small craft usually the first warning of a P.T. boat attack.) Sonar also played an important role while on N.G.F.S. missions, as the intense low frequency sound it generated could render a swimmer helpless. This was a great deterrent to underwater sabotage.

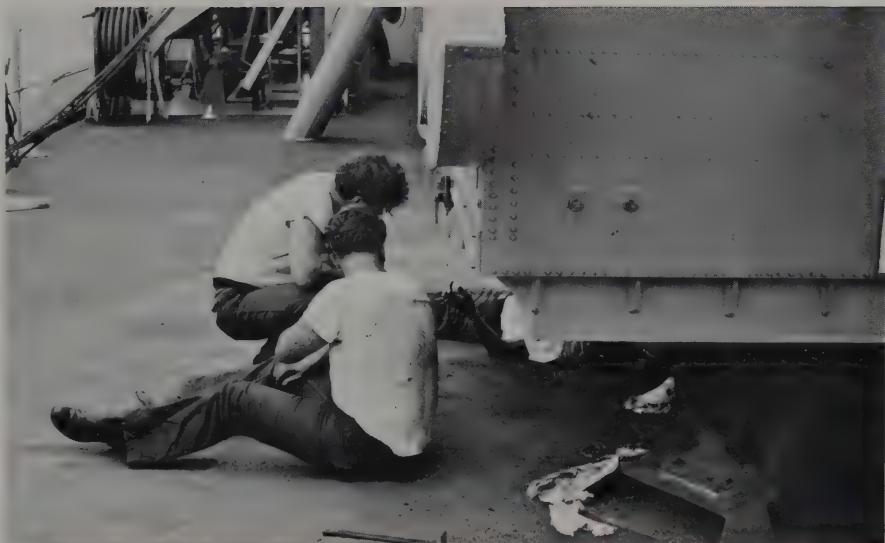
All in all it was a busy deployment, met with quiet efficiency by BUCHANAN's A/S Division. Their motto throughout the cruise was "We can hack it!"

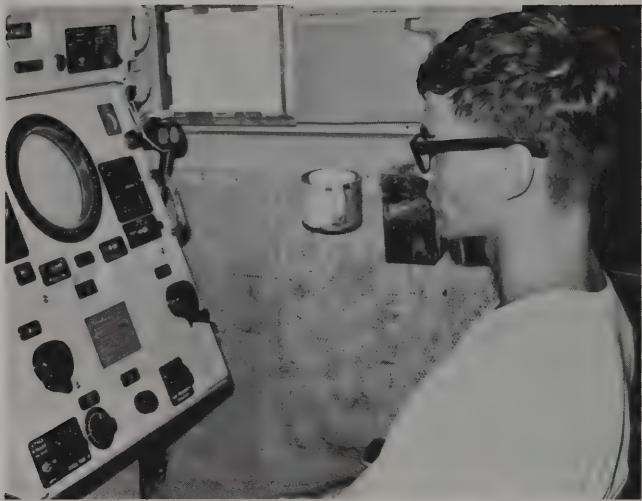


LTJG Kolarcik
ASW Officer



Our ASROC gunners mates are constantly striving to maintain our ASROC missile system at peak efficiency.





BUCHANAN's AS Division is multitalented. It has computer technicians, oceanographers, electronics experts and also the two top rated WESTPAC disc jockeys: the "Cyclops and the Worm."



Tartar Division



Kneeling left to right: R. W. Renick, A. A. Leanza, R. L. Smith, D. S. Pope, M. F. Knapp. Standing left to right: E. Schultz, L. D. Greer, M. E. Brown, R. Fane, D. Friesen, L. W. Dirickson, M. German, E. E. White, L. A. Schaefer, J. P. Pryor, T. P. Schmid, K. Bailey, W. Johnston.



Lt Scheu, Fire Control Officer



LTJG Kral, Missile Officer

Maintaining the TARTAR weapons system in the necessary high state of battle readiness involves a number of very complex and interrelated skills. TARTAR Division on board USS BUCHANAN is comprised of Fire Control Technicians (Missile) and Gunner's Mates (Missile).

The weapons system consists of an air search radar, the AN/SPS 39; Weapons Designation system Mk 4; two missile computers Mk 118; two missile radars AN/SPG 51C; the missile launching system Mk 11; the CHAFF-ROC launching system and TARTAR Check-Out. Also many pieces of intricate and critical test equipment are vital to maintain the high system performance.

In addition to their own professional work the men of TARTAR Division are called upon to perform a great variety of other duties. For underway refueling and replenishment TARTAR mans the after station. Watch standers are provided for the bridge, ASROC and after steering watches. During our periods on the gunline TARTAR supplies personnel to assist in manning the gun plotting room teams, the gun repair teams, the gun mount crews and the magazine crews.

Emerging from this vast pool of cross-trained experience, knowledge and skills, over one third of the division received well earned promotions from the last fleet wide exam. Through it all TARTAR has again maintained its reputation of cruises past; HANDLERS.



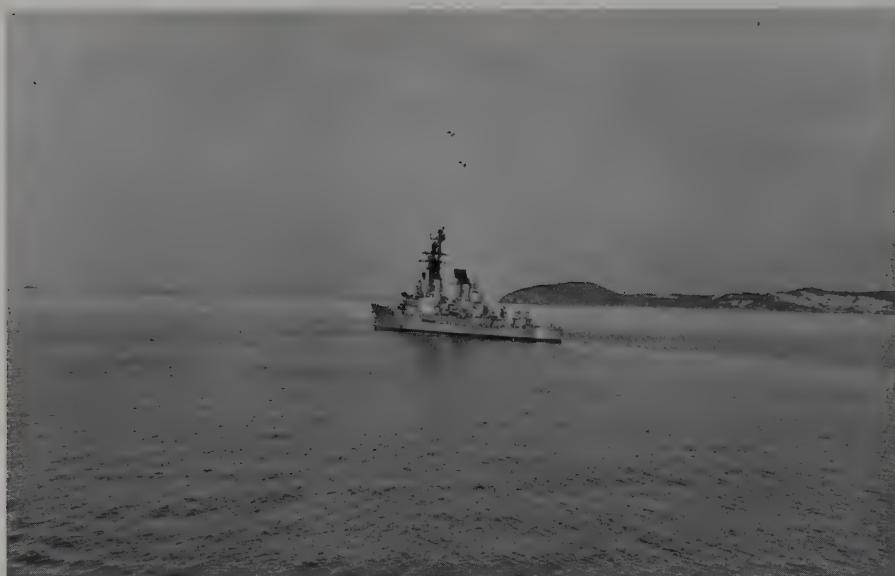
The symbol of an outstanding division.



TARTAR Division manned the after fueling station during the entire cruise.



Officers



CDR Clarence H.GREFF	Jackson, Mississippi
LCDR Edward E. ALEXANDER, Jr.	Providence, Rhode Island
LCDR Lynten H. STEBBINS	San Antonio, Texas
LT Donald L. ABBEY	Modesto, California
LT Bernard L. PATTERSON III	Belle Harbor, New York
LT Richard P.ZIMMERMANN	San Antonio, Texas
LT David R. SCHEU	Wauwatosa, Wisconsin
LTJG Richard R. GARDNER	Long Beach, California
LTJG John D. BROWN	Massapequa, New York
LTJG Kenneth E. KOLARCIK	Waldwick, New Jersey
LTJG Chester O. MARTIN	Waco, Texas
LTJG Theodore C. KRAL	Pittsburgh, Pennsylvania
LTJG Daniel P. MORRISEY	Kansas City, Missouri
LTJG Henderson D. MILLER III	Miami, Florida
LTJG Donald M. PITTMAN	Ruleville, Mississippi
LTJG James D. KATON	Grand Rapids, Ohio
ENS Mark A. ROGERS	
ENS Iver J. RIVENES III	Playa Del Rey, California

Chiefs

EMCS David J. BUCKLEY, Jr.	Fontana, California
MMC James D. BLACK	Lookout, West Virginia
RDC Gordon T. CHARLES	Portland, Oregon
MMC Lawson A. CLARK	Empire, Alabama
RMC Glen T. DURNIL	Los Angeles, California
GMGC Edward P. DVORAK	Pierce, Nebraska
SMC Travis E. GOLIGHTLY, Jr.	Vinita, Craig, Oklahoma
EMC Siegfried FICHTE	Benton, Minnesota
HMC Jerry R. FISCHER	Orangevale, California
MMC Frank J. FRIESE	Chehalis, Lewis, Washington
SKC Jack T. HILL	Boulder, Colorado
BTC Robert L. HOLLINS	Kent, New York
BMC Carey JENNINGS	Greensboro, North Carolina
CSC Johnney L. KINKADE	Amarillo, Texas
BMC Frederick D. LULOW	Rock Island, Illinois
FTMC Gregory S. LANEY, Jr.	Wenatchee, Washington
MMCM Nickolaus D. MELLMER	San Diego, California
STC Victor R. ROY	Philadelphia, Pennsylvania
SFC Jimmie SIMMONS	Birmingham, Alabama
BTC Robert G. SMITH, Jr.	Cincinnati, Hamilton, Ohio
FTMCS Harold E. WHEELER	San Diego, California

FTM2 Brian C. ABRAM	Amesbury, Massachusetts
SN Stanley E. ADKINS	San Antonio, Texas
RMSN Jose M. AGUILAR	Johnstown, Colorado
DK3 Esteban I. ALBERTO	Gerona, Philippines
FN Arthur R. ALLEN	Billings, Montana
FN Douglas E. AMSLER	Richmond, Indiana
SN Edwin E. ANDERSON	Buffalo, Ohio
SD2 Raymundo M. ANDRADE	Olongapo, Philippines
SN Rollyn G. ANVIK	Glendive, Montana
SN William D. APPLEYARD	Andover, New Jersey
RDSN William E. BABER Jr.	Spokane, Washington
SKSN William J. BACKER	Sioux City, Iowa
SN Bruce N. BAILE	Hanover, Pennsylvania
FTM1 Kenneth N. BAILEY	Chelan, Washington
GMM2 Robert L. BAILEY	Dover, Maine
SH3 Lloyd S. BAKER	Marikina, Philippines
SN Larry J. BARBEAUX	Lafayette, California
BT1 Walter W. BARNES	Brockton, Massachusetts
TN Juan E. BAUTISTA	Candelaria, Philippines
GMG2 Curtis J. BEAN Sr.	Orange, Texas
STG2 Danny C. BEARD	Idaho Falls, Idaho
SM3 Duane W. BERRY	Bismarck, North Dakota
SM3 Glenn W. BETTENCOURT	Woodland, California
BT2 David G. BLALOCK	Pocatello, Idaho
GMG3 Guy R. BLAYLOCK	Porterville, California
FN Gary L. BOTOS	Mt. Morris, Michigan
BT3 David B. BOYD Jr.	Seattle, Washington
QM3 Michael (N) BOYD	Springfield, Virginia
RMSN Thomas J. BOYD	Escondido, California
RD1 James E. BRADDOCK	Las Vegas, Nevada
SN David A. BROWER	Bourbonnais, Illinois
BMSN Dennis A. BROWER	Bourbonnais, Illinois
FTM2 Michael E. BROWN	Gering, Nebraska
BM3 John F. BURNS	Hammond, Indiana
DKSN Gary F. BUSH	Columbus, Ohio
RD2 Edward NMN CAMBRIA	Holtsville, New York
FTGSN Rocco NMN CANTORE	Juno, Florida
SH1 Paul E. CAPLE	Benton, Arkansas
FN Michael D. CARLSON	Madison, Wisconsin
BT2 Richard J. CHASE	Myrtle Creek, Oregon
EM1 Huey L. CHASTAIN	Rt. 1, Box 433, Alabama
RD1 John V. CLARK	Enid, Oklahoma
PN3 Milton W. CLARK Jr.	Houston, Texas
SA Clifford B. COLE	Williamsport, Pennsylvania
MM1 Grover D. CONNELL	Albuquerque, New Mexico
RDSN William E. COX	Exeter, California
ETN2 Theodore A. CRAMMER	South Daytona, Florida
TM3 Charles G. CRONIN	San Francisco, California
FN Denton E. CRULL	Bloomington, Illinois
RDSN Douglas L. DAVISSON	Lewisburg, Ohio
MM1 James W. DEERING	Pascagoula, Mississippi
SD2 Juanito G. DE JESUS	Cavite City, Philippines
FTM2 Larry W. DIRICKSON	Clovis, New Mexico
RD3 Paul H. DORAN	Chicago, Illinois
ETR2 Robert C. DULIBAN	Muskegon, Michigan
RD3 Dennis M. ECKER	Arnold, Missouri
RD3 Richard C. EDWARDS	Baltimore, Maryland
RDSN Donald G. EHRHART	Evergreen Park, Illinois
STG3 Lewis E. EMERSON	Kaneohe, Hawaii
SK3 Larry D. ENDERLE	Kelso, Missouri
BM3 James R. ERB	West Sayville, New York
SK3 Jon W. ERICKSON	Portland, Oregon
SF2 Marvin N. EVANS	Kittyhawk, North Carolina
HM1 Thomas B. EVANS	Phoenix, Arizona

RD1 William E. EVANS	Elizabeth City, North Carolina
FTG3 James A. F \GAN	Opa Locka, Florida
RD3 Marc H. FALKENHAN	Bradley, Illinois
GMM3 Robert E. FANE	Vincennes, Indiana
SM3 Thomas NMN FENNELL Jr.	Seguin, Texas
TN Conrado F. FERIA Jr.	Olongapo City, Philippines
SA Dan E. FLYNN	St. Louis, Missouri
DC3 Lee E. FORRESTER	Muscatine, Iowa
FTG2 Richard L. FRIDAY	Hamilton, Alabama
FTM3 Daniel R. FRIESEN	Sandpoint, Idaho
RD3 David N. FROST	Largo, Florida
SN Larry D. GARR	Armington, Illinois
FTM1 Kenneth M. GEORGE	Ocean Springs, Mississippi
FTM2 Martin J. GERMAN	Greenbelt, Maryland
EM2 Gerald V. GERRARD	Stockton, California
RD3 Lawrence E. GIBSON	Oroville, California
BM3 Larry J. GILLIAM	Flint, Michigan
BM1 David F. GOFF	Denver, Colorado
FTG1 Ralph P. GOIN	Rossville, Illinois
SN James H. GORDON III	Charleston Heights, South Carolina
EM2 Terry L. GRATTON	Kempton, North Dakota
STG3 Gary M. GRECHANIK	Whitestone, New York
MM1 Joe E. GREEN	Calvert, Texas
SK3 Jerry K. GREENHAW	Springfield, Missouri
FTM1 Larry D. GREER	Salisbury, Maryland
RDSN Cary P. GROCOTT	Amherst, Ohio
PN3 Albert P. GROVES	Coatesville, Pennsylvania
TN Romeo L. GUERRERO	Rosario, Philippines
SN Danny K. HOMMOND	Plymouth, Michigan
SH3 Charles B. HARGRAVE	Perkins, Missouri
SN Bruce E. HARP	Wellington, Ohio
RM3 Joseph E. HARRISON	Laurens, South Carolina
IC3 Eddie D. HART	Kansas City, Kansas
RM3 David T. HAUGHEY	Pueblo, Colorado
IC1 James R. HAYDEN	Evansville, Indiana
YN3 James R. HENRY	Fremont, California
SD1 Rudy M. HERNANDEZ	Rosario, Philippines
SKSN Charles A. HIGGINS	Irwin, Pennsylvania
FA Stephen M. HILLEN	Jefferson City, Missouri
SN Daniel S. HILTON	Santa Fe, Missouri
ETR2 James W. HOLDEN	Modesto, California
IC3 Peter A. HOLLAND	Tillamook, Oregon
QM1 Nathan L. HORTON	San Diego, California
SN Robert L. HOUCK	Fair Oaks, California
SKSN Leon K. HUBNER	La Porte, Indiana
PC1 Joseph C. HUCKABY	Lancaster, California
MMFN James E. HUTCHINSON	Andover, Ohio
BT3 Dennis T. IGE	Honolulu, Hawaii
FN David C. IHRIG Jr.	Grandview, Washington
BT3 Daniel M. JACKSON	San Antonio, Texas
BT3 John R. JACKSON	Salem, Oregon
ETN2 Thomas W. JESSUP	Litchfield, Connecticut
GMM2 William C. JOHNSTON	Sacramento, California
MM1 Allen E. KALLNER	Lucasville, Ohio
RDSN Dwight D. KAUFFRATH	Longmont, Colorado
BM3 Ronnie G. KELLY	Sanford, North Carolina
MM3 Gary J. KELSO	Flint, Michigan
FN Richard H. KERCHNER	White Bear Lake, Minnesota
SH3 David L. KESSINGER	Falmouth, Kentucky
SN John E. KESTENBAUM	Norwalk, Connecticut
MM3 Wayne A. KIDD	Redmond, Oregon
FTM1 Randy L. KIRKPATRICK	Sturgis, Michigan
GMM3 Michael L. KNAPP	Waterloo, Nebraska
SN George R. KNELL Jr.	Warrenville, Illinois

DK1 Bertrand A. KRAMER	San Diego, California
RM1 Marvin L. KUYKENDALL	Memphis, Tennessee
RM1 Edward J. KUZMA	South Bend, Indiana
SA Randall K. LAMB	San Diego, California
PN1 Harry J. LANDEFELD	West Fairview, Pennsylvania
FTM1 Gregory S. LANEY Jr.	Wenatchee, Washington
SN Richard J. LANNERT	West Allis, Wisconsin
BTFN Dennis R. LARSEN	Rochester, Michigan
SN Anthony S. LEANZA	Clifton, New Jersey
SN Daniel P. LENANE	Quincy, Illinois
DC1 Frank L. LEWIS	Dallas, Texas
BT1 Howard L. LIGHTWINE	Fort Scott, Kansas
BM2 Robert E. LIGHTWINE	Fort Scott, Kansas
BM3 Earl W. LOIS	Burlington, Wisconsin
GMG1 Clyde P. LONG	Whitewell, Tennessee
RDSN Robert S. LUND	Frewsburg, New York
EN2 Allen L. LYONS	Sacramento, California
ETN2 Mark A. LYTHE	N. Manchester, Indiana
EM3 Martin NMN MADSEN Jr.	Lyndonville, Vermont
STG2 David J. MALINOFF Jr.	San Anselmo, California
DK3 Fernando M. MANALILI	Manila, Philippines
MM3 Joseph P. MARCIL	Fontana, California
DC2 Jack A. MARTIN	Crescent City, California
MMFN Michael J. MATULOVICH	Oakland, California
RMSN Robert L. MAY	Pasadena, Texas
FTM3 Dennis J. MAY	Rosamond, California
YN2 David H. MCENTIRE	Topeka, Kansas
ETR2 Michael W. MCFADDEN	Santa Maria, California
ETR3 Ronald R. MCKONLY Jr.	Lancaster, Pennsylvania
RM3 Curtis J. MCNARON	Albany, Georgia
GMM3 Kenneth D. MEADOR	Houston, Texas
RD2 James J. MELESKY	Elizabeth, New Jersey
FN Allen A. MILLER	Lombard, Illinois
FN Elton J. MILLER Jr.	Yemassee, South Carolina
FN Michael P. MILLER	Honolulu, Hawaii
MMFN Richard C. MILLER	Marion, Indiana
SF3 David H. MOCKRIDGE	De Witt, Iowa
MM3 Gary W. MOORE	Warminster, Pennsylvania
FTG3 Thomas B. MOORE	Esopus, New York
RD2 Glendon E. MOSES Jr.	Baytown, Texas
FN Lloyd H. MOYER Jr.	Fort Wayne, Indiana
CSSN Frank S. MUSIOL	Milwaukee, Wisconsin
MM3 Gary E. NELL	Dover, Pennsylvania
SF1 Leon A. NELSON	Indio, California
ETN2 Jerold L. NEPPER	Rapid City, South Dakota
SN Timothy B. NIGHTINGALE	Lincoln Park, Michigan
SM2 Paul A. NUGENT	Pineville, Louisiana
RDSN Steven G. OLSON	Ashland, Oregon
GMM1 Jimmie V. OWENS	Tampa, Florida
FN Terrence P. PASCHALL	Naperville, Illinois
BT3 Michael A. PATTISON	Spokane, Washington
EN2 Larry W. PAYNE	Kannapolis, North Carolina
SM1 Richard L. PECHIN	Junction City, Kansas
DC3 David L. PERRIN	Gainesville, Texas
ICFN Thomas S. PERRY	Anderson, South Carolina
EM2 George B. PETTINGILL Jr.	Deland, Florida
FTM2 David S. POPE	Memphis, Tennessee
FN Edward W. PROBUS	Hammond, Indiana
FTG3 Charles S. PROCHASKA	Jersey City, New Jersey
YN1 Richard R. QUISANO	Lanakila, Hawaii
TN Francisco D.R. RAMOS Jr.	Kawit, Philippines
STG2 Stephen F. REHBERG	Stockton, California
GMM2 Ronald W. RENICK	Houston, Texas
IC3 Michael L. REYNOLDS	Winfield, Kansas

ST1 Beryl A. RICHARDS	Nashua, Iowa
BT3 James F. RIDER	Leander, Texas
QMSN Robert P. Robinson	Oregon City, Oregon
CS2 Tres V. ROGERS Jr.	Maiden, North Carolina
FN Buster B. ROHN Jr.	Oklahoma City, Oklahoma
RD1 Terry A. RUDISILL	Columbus, Ohio
BTFN Steven L. SABERS	Dubuque, Iowa
RD2 Allen L. SCHAPER	Jackson, Missouri
RD3 James W. SCHAUBEL	Newberg, Oregon
FTM3 Theodore P. SCHMID	Springfield, Minnesota
GMM3 Edwill "W" SCHULTZ Jr.	Columbus, Ohio
SN William J. SEXSON	Cincinnati, Ohio
BT1 Harvey L. SHERRIL	Long Beach, California
RMSN Tommy G. SISK	Winston, North Carolina
FTM2 Tommy S. SKORZAK	Muscle Shoals City, Alabama
FTM2 Michael A. SKRZYPEK	Chicago, Illinois
FTGSN Dennis L. SMAZENKO	Paulding, Ohio
ETN2 Stephen B. SMELTZER	Ketchikan, Alaska
BT1 Edward S. SMITH	Detroit, Michigan
FTM3 Ricky L. SMITH	Oklahoma City, Oklahoma
SD3 Moises D.C. SOLOMON Jr.	Caloocan City, Philippines
STG3 Randolph A. SOPICKI	Chicago, Illinois
BT3 Richard P. SOUTH	Sacramento, California
SN Frank C. SPEAKS	Upper Sandusky, Ohio
SMSN Ervin D. SPROAT	Honolulu, Hawaii
STGSN Gordon L. STANFIELD	Englewood, Colorado
FN William E. STARKEY	Windham, Ohio
RM3 Charles S. STEEL	Stillwater, Oklahoma
FTM2 Arch L. STEELE	National City, California
SK3 David R. STEMMER	Walla Walla, Washington
MR1 George E. STEVENS Jr.	Naugatuck, Connecticut
BT1 Rodney T. STRATTON	Farwall, Michigan
CSSA Mark A. SUTT	Hemet, California
ETRSA Gary J. SVOBODA	San Jose, California
MMFN Scott W. SZABADOS	Amherst, Ohio
SK1 Gerald L. TASSIN	New Orleans, Louisiana
EM3 Joselito G. TECSON	Santa Cruz, Philippines
FN Charles F. TERBEEK	Grand Rapids, Michigan
FN James M. THOMPSON	Bay City, Michigan
BT3 Donald P. THORNTON	Aurora, Colorado
GMG2 Royal M. TOLAND	Sacramento, California
SA Donald L. TRASK	New Orleans, Louisiana
RD1 Glindell L. VAN WINKLE	Belton, Texas
TN Poe A. VILLACORTA	Urdaneta, Philippines
RDSN Thomas J. VOLL	Floyd Knobs, Indiana
BT3 Franklin L. WALDON	Kansas City, Missouri
RM3 John R. WALES	Hobart, Oklahoma
FTM3 James C. WALKER Jr.	Greeneville, Tennessee
FA Richard R. WELCH	Glendora, California
FN Kurt D. WESTLEY	Astoria, Oregon
SN Lloyd E. WHEELER	Dallas, Iowa
FTM3 Erle E. WHITE	Converse, Texas
STG3 Frederick A. WILD III	New Orleans, Louisiana
SH3 Ronald E. WILK	Chicago, Illinois
FTGSN Kenneth L. WILKINSON	North Canton, Ohio
ET1 Darrel D. WILLIAMS	Toppenish, Washington
IC3 Marvin L. WILLIAMS	Albany, Oregon
FTM2 Norton A. WILLIAMS	Redwood City, California
EMFN Ronald R. WILSON	White City, Oregon
MM3 Danny L. WITHROW	Lompoc, California
RM3 Kenneth W. WOOD	Fort Worth, Texas
FTG2 Robert E. WRIGHT	Virginia Beach, Virginia
SN Charles W. YATES	Philadelphia, Mississippi
RM3 Tommy D. YELVERTON	Bastrop, Louisiana

